

PART K
DESIGNATIONS

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K DESIGNATIONS

Part VIII of the Resource Management Act deals with Designations (and heritage orders). The following brief notes are for information purposes only and do not replace or alter the meaning of the provisions of Part VIII of the RMA.

K1 INTRODUCTION

A Designation is a provision made in the plan to give effect to a requirement by a requiring authority to designate an area of land for a particular purpose.

A designation in the Plan means that:

- (a) where the requiring authority owns the land, it can use it for that purpose without the need for a resource consent.
- (b) no person may do anything on a designated site which would prevent or hinder the use for the designated purpose, and no person may do anything on the land, including any change in the character, scale or intensity of an existing activity without the approval of the requiring authority.

A requiring authority means:

- (a) A Minister of the Crown,
- (b) A local authority,
- (c) A Network Utility Operator approved as a requiring authority under section 167 of the RMA.

K2 THE DESIGNATION PROCESS

K2.1 Existing Designations

The process for existing designations being included in the Proposed District Plan is described in Clause 4 of the First Schedule. Before a territorial authority publicly notifies a District Plan, it is required, by written request, to invite requiring authorities which have an existing designation in the district, to give written notice to the territorial authority stating whether the requiring authority requires the designation to be included in the Proposed District Plan, with or without modification.

The requiring authority shall have at least 30 working days to respond and the territorial authority shall specify the final date to provide written notice.

Where the requiring authority states that a designation is to be included in the plan with modifications, it shall include in its written notice, the nature of the modifications and the reasons for the modifications.

If no notification is given to the territorial authority then no provision for the existing designation will be made in the District Plan. A designation lapses on

the expiry of 5 years after the date which it is included in the plan unless it is given effect to before the end of that period.

K2.2 New Requirements for Designations

The process for making new requirements for designations is set out in Part VIII of the Act. Section 168 of the Act and Form 12 of the Resource Management Regulations outline the information to be supplied with new requirements. Evidence of requiring authority status is essential for all new requirements for designations.

K2.3 Submissions

Submissions can be made in support or opposition to any designation or requirement included in the Proposed District Plan, as part of the public notification of the District Plan.

K2.4 Council Recommendation

Where any existing designation is unchallenged by submissions, Council can allow the designation to continue without any further recommendations.

In all other cases, Council is required to consider any submissions, hold hearings where necessary, and make a recommendation to the requiring authority. This recommendation can be that the requirement be confirmed, modified, or withdrawn. The requiring authority then considers that recommendation and makes a decision on whether it will accept the recommendation. However, where the Council is the requiring authority the process is somewhat different.

K3 REQUIREMENTS HAVE BEEN RECEIVED FOR THE FOLLOWING DESIGNATIONS

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| K01 | Requiring Authority: KiwiRail Holdings Limited |
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New Zealand Railways Corporation was granted requiring authority status by the Minister for the Environment under the Resource Management Act 1991 on 21 December 1992. The purpose of the following designation is for the activities stated in the requiring authority approval granted for New Zealand Rail Limited.

| Map Ref | Designation Title | Location | Legal Description (where known) |
|----------------|--------------------------|--|---|
| K0101 | Railway purposes | Railway through Porirua, excluding the land covered by K1047 | |

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| K02 | Requiring Authority: | Radio New Zealand Ltd The Radio Network Ltd |
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Radio New Zealand Limited and New Zealand Public Radio Limited were granted requiring authority status by the Minister for the Environment under the Resource Management Act 1991 on 21 February 1994. The (new) Radio New Zealand Limited is the successor to New Zealand Public Radio Limited and the Radio Network Limited is the successor to the original Radio New Zealand Limited. The purpose of the following designation is for the activities stated in the requiring authority approvals granted for Radio New Zealand Limited and the Radio Network Limited.

| Map Ref | Designation Title | Location | Legal Description (where known) |
|----------------|--------------------------------|-----------------|--|
| K0201 | Radio Communication Facilities | Whitireia Park | Pt Section 186 Porirua District Lot 6 DP 29446 Lots 36, 37, 38, 39 DP 25036 Lot 5 DP 29446 Pt Lot 1 DP 10900 |

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| K03 | Requiring Authority: | Chorus |
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Chorus was granted requiring authority status under the Resource Management Act 1991 by section 69XI of the Telecommunications Act 2001 on 30 November 2011. The purpose of the following designation is for the activities stated in section 69XI of the Telecommunications Act 2001. This designation, previously held by Telecom NZ Ltd, was transferred to Chorus by Gazette Notice (Issue No. 180) on 17 November 2011.

| Map Ref | Designation Title | Location | Legal Description (where known) |
|----------------|---|-----------------|---|
| K0301 | Telecommunication and Radiocommunication and Ancillary Purposes | 7 Motuhara Road | Lot 29 DP 2555 |

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| K04 | Requiring Authority: New Zealand Transport Agency |
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Transit New Zealand Limited was granted requiring authority status by the Minister for the Environment under the Resource Management Act 1991 on 17 February 1994. The purpose of the following designation is for the activities stated in the requiring authority approvals granted for Transit New Zealand Limited.

| Map Ref | Designation Title | Location | Legal Description (where known) |
|--------------------|--|------------------------------|--|
| K0401 | Limited Access Road | State Highway 1 ¹ | |
| K0402 | Road (State Highway) | State Highway 1 ² | |
| K0403 | Motorway | State Highway 1 ³ | |
| K0404 | Limited Access Road (State Highway) | State Highway 58 | |
| K0407 ⁴ | Public Road | Harris Road | |
| K0408 ⁵ | Transmission Gully Main Alignment | | |
| K0409 ⁶ | Kenepuru Link Road | | |
| K0410 ⁷ | SH 58 (Mt Cecil Road to 750m north of Harris Road) | State Highway 58 | |
| K0411 ⁸ | SH 1 (Pukerua Bay to | State Highway 1 | |

¹ K0401 covers three sections of State Highway 1: from Porirua's northern boundary near Paekakariki to 51 Brendan Beach, Pukerua Bay; from Gray Street, Pukerua Bay to James Street, Plimmerton; and, from 4 Mana Esplanade, Paremata to near the Whitford Brown Avenue intersection.

² K0402 covers two sections of State Highway 1: from 51 Brendan Beach, Pukerua Bay to Gray Street, Pukerua Bay; and, from James Street, Plimmerton to 4 Mana Esplanade, Paremata.

³ K0403 covers from near the Whitford Brown intersection to the Porirua's southern boundary.

⁴ Refer to Appendix A for designation conditions relating to K0407

⁵ Refer to Appendix B for designation conditions relating to K0408.

⁶ Refer to Appendix C for designation conditions relating to K0409.

⁷ Refer to Appendix A for designation conditions relating to K0410

⁸ Refer to Appendix F for designation conditions relating to K0411

| Map Ref | Designation Title | Location | Legal Description (where known) |
|--------------------|-------------------------------|-----------------|---|
| | Plimmerton) | | |
| K0412 ⁹ | SH 1 (Plimmerton to Paremata) | State Highway 1 | |

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| K05 | Requiring Authority: New Zealand Police |
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The Minister of Police is a requiring authority under Section 166 of the Resource Management Act 1991. The purpose of the following designations is for the development and operation of facilities and services which are the financial responsibility of New Zealand Police.

| Map Ref | Designation Title | Location | Legal Description (where known) |
|----------------|----------------------------------|---------------------|---|
| K0501 | Royal New Zealand Police College | 24 Papakowhai Road | Lot 2 DP 53147 Lot 10-13 DP 17838 Lot 6 DP 53148 Sec 1, 2 SO 33197 Lot 2 DP 26571 |
| K0502 | Police Community Base | 212 Warspite Avenue | Lot 38 DP 29172 |
| K0503 | Police Station | 2 Hagley Street | Lot 1 DP 26027 |

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| K06 | (All K06 Designations uplifted) |
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| K07 | Requiring Authority: Wellington Regional Council |
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⁹ Refer to Appendix G for designation conditions relating to K0412

The Wellington Regional Council is a requiring authority under Section 166 of the Resource Management Act 1991. The purpose of the following designations is for the development and operation of facilities and activities for which the Wellington Regional Council has financial responsibility.

| Map Ref | Designation Title | Location | Legal Description (where known) |
|----------------|--------------------------------|-----------------------|---|
| K0701 | Proposed Water Collection Area | Horokiri Valley | Lot 1 DP 71399 Part Sec 64 Blk VII Paekakariki SD |
| K0702 | Proposed Water Collection Area | Horokiri Valley | Sec 12 Blk VII Paekakariki SD |
| K0703 | Battle Hill Regional Park | Paekakariki Hill Road | Lot 1 DP 41131 Lots 1, 6, 7 and Pt Lot 2 DP 8107 |

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| K08 | Requiring Authority: Transpower New Zealand Limited |
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Transpower New Zealand Limited was granted requiring authority status by the Minister for the Environment under the Resource Management Act 1991 on 29 July 1993. The purpose of the following designation is for the activities stated in the requiring authority approval for Transpower New Zealand Limited.

| Map Ref | Designation Title | Location | Legal Description (where known) |
|----------------|--------------------------|---------------------------------|---|
| K0801 | Pauatahanui Substation | State Highway 58 Pauatahanui | Section 1 SO 20679 |

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| K09 | Requiring Authority: Minister of Education |
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The Minister of Education is a requiring authority under Section 166 of the Resource Management Act 1991. The purpose of the following designations is for the development and operation of facilities and services for which the Ministry of Education has financial responsibility under the Education Act 1964.

| Map Ref | Designation Title | Location | Legal Description (where known) |
|----------------|--------------------------|---|---|
| K0901 | Primary School | Pukerua Bay Primary 89-109 Rawhiti Road | Lot 1 DP 8390 |
| K0902 | Primary School | Plimmerton School School Road Plimmerton | Sec 34 Blk VIII Paekakariki SD |
| K0903 | Primary School | Titahi Bay North Primary 47 Jillet Street | Pt Sec 186 Pt Lot 115 DP 18092 Lot 114 DP 17379 Lot 58 DP 24239 Lot 41 DP 24048 and Lot 32 DP 17379 |
| K0904 | Primary School | Titahi Bay Primary 11 Kura Street | Lot 95 DP 18864 |
| K0905 | Intermediate School | Titahi Bay Intermediate 16 Kahutea Terrace | Sec 296 & Pt Sec 111 DP 9153, Sec 346 Porirua District, Pt Sec 111 DP8770 Pt Tutaeparaikete 2C Pt Bed Porirua Harbour Lots 3 & 4 and Pt Lots 5 & 8 DP 19945 Pt Lot 4 DP 26680 |
| K0906 | Primary School | Ngati Toa Primary 44 Piko Street | Lot 1 and Lot 2 DP 29725 |
| K0907 | Secondary School | Mana College 22-28 Awarua Street | Sec 3073 and Pts 1C2B, 1C1, 1B, 1A Mahinawa Blk Pts D1A1B4, D1A2A, D1A2B, E2 and Pt 104 DP 19070 Takapuwahia Blk |
| K0908 | Primary School | Porirua Primary 1 Awarua Street | Pt Mahinawa 1A Pt Urukaika Blk SO 26037 |
| K0909 | Primary School | Paremata Primary 43 Paremata Crescent | Pt Sec 300 Porirua District Blk VIII Paekakariki SD |

| Map Ref | Designation Title | Location | Legal Description (where known) |
|----------------|---|--|--|
| K0910 | Primary School | Papakowhai Primary 90 Eskdale Road | Sec 1 SO 36755 and Sec 2 SO 36755 |
| K0911 | Primary School | Rangikura Primary 95 Conclusion Street | Lot 102 DP 35155 |
| K0912 | Primary, Intermediate and Secondary School | Te Kura Maori o Porirua and Tairangi Primary Warspite Avenue | Lot 1 DP 30092 Lot 1 DP 47243 |
| K0913 | Primary School | Postgate Primary 3 Staites Drive North | Lot 1070 DP 44049 |
| K0914 | Primary School | Discovery Primary 2 Pullen Lane | Lots 252 and 253 DP 34182 |
| K0915 | Primary School and Kindergarten | Adventure Primary 18 Longitude Place | Lot 1217 DP 50116 and Lot 1218 DP 50117 |
| K0916 | Primary School | Pauatahanui Primary Paekakariki Hill Road | Lots 1, 2 and Pt Lot 3 DP 11535 Pt Sec 64 Pauatahanui District |
| K0917 | Secondary School | Aotea College Okowai Road | Pt Sec 286 Porirua Survey District |
| K0918 | Primary School | Porirua East Primary 8 Martin Street | Pt Lot 1 DP 24465 Lot 2 DP 51177 |
| K0919 | Primary School | Windley Primary 146 Mungavin Avenue | Lot 16 DP 21905 |
| K0920 | Primary School | Cannons Creek Primary 23 Warspite Avenue | Lot 1 DP 23720 Pt Lot 1 DP 25998 Lot 1 DP 33352 |
| K0921 | Primary School | Glenview Primary 106 Bedford Street | Lot 4 DP 27333 Lot 1 DP 25098 |

| Map Ref | Designation Title | Location | Legal Description (where known) |
|----------------|-----------------------------------|--|--|
| K0922 | Intermediate and Secondary School | Porirua College Brandon Intermediate Driver Crescent | Pt Lot 1 and Lot 2 DP 26453 |
| K0923 | Primary School | Maraeroa Primary 47-49 Driver Crescent | Lot 153 DP 26823 |
| K0924 | Primary School | Russell Primary 18 Fantame Street | Lot 60 DP 25956 |
| K0925 | Primary School | Corinna Primary 36 Kalingo Street | Lots 6, 23, 24 and 25 DP 26537 |
| K0926 | Special School | Porirua Activity Centre, 28 Kenepuru Drive | Pt Sec 244 Porirua District SO 26550 |
| K0927 | Primary School | Natone Park Primary Kokiri Crescent | Sec 50 Takapu District SO 30791 and Pt Sec 51 Takapu District SO 37745 (being 913m ²) |
| K0928 | Primary School | Samwell Drive, Whitby | Lot 2601 DP 78961 |

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| K10 | Requiring Authority: Porirua City Council |
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The Porirua City Council is a requiring authority under Section 166 of the Resource Management Act 1991. The purpose of the following designations is for the development and operation of facilities and services for which the Council has financial responsibility.

| Map Ref | Designation Title | Location | Legal Description (where known) | Lapse Date (where relevant) |
|----------------|--------------------------|----------------------|---|---------------------------------------|
| K1001 | Cemetery and Crematorium | North of Airlie Road | Lot 1 DP 72386 Pt Lot 1 Plan A/863 CT 41C/349 | |

| Map Ref | Designation Title | Location | Legal Description (where known) | Lapse Date (where relevant) |
|----------------|--------------------------------|--|---|---------------------------------------|
| K1002 | Local Purpose Reserve | Cluny Road | Lot 1 DP 86939 (CT 54B/787) | |
| K1008 | Proposed Local Purpose Reserve | Land connecting Conclusion Street walkway to Warspite Avenue | Lot 12 DP 82611 (CT WN 49A/657) | |
| K1013 | Recreation Reserve | Ulric Street Plimmerton | Lot 1 DP 87784 (CT 55C/83) | |
| K1016 | Recreation Reserve | Extension of Stuart Park Off Moki Street | Part of Lot 1 DP 62407 | |
| K1020 | Reservoir | Off Kotipu Place Pukerua Bay | Lot 1 DP 51397 | |
| K1021 | Reservoir | The Track Plimmerton | Easement H DP 67249 | |
| K1022 | Proposed Reservoir | The Track Plimmerton | | |
| K1023 | Reservoir | Tremaine Place Camborne | Pt Lot 1 DP 34384 Lot 94 DP 42130 | |
| K1024 | Reservoir | Kahu Road Paremata | Lot 1 DP 49210 | |
| K1025 | Reservoir | Tirowhanga Road Paremata | Lot 35 DP 16856 | |
| K1026 | Reservoir | Off Sombrero View Ascot Park | Pt Lot 103 DP 70209 | |

| Map Ref | Designation Title | Location | Legal Description (where known) | Lapse Date (where relevant) |
|----------------|--------------------------|--|--|---------------------------------------|
| K1027 | Reservoir | The Stemhead Whitby | Pt Lot 1 DP 3138 Lot 7 DP 47873 Lot 4 DP 48340 | |
| K1028 | Reservoir | James Cook Drive Whitby | Lot 2 DP 57135 | |
| K1029 | Reservoir | Mercury Way Whitby | Pt Lot 1 DP 51397 | |
| K1030 | Reservoir | Aotea Block | Pt Sec 286 SO 23933 Lot 1 DP 530586 Lot 271 DP 498135 | |
| K1031 | Reservoir | Broken Hill | Part of Lot 1 DP 52949 | |
| K1032 | Reservoir | Gloaming Hill Titahi Bay | Lot 54 DP 35131 | |
| K1033 | Reservoir | Tuna Terrace Titahi Bay | Lot 54 DP 70209 | |
| K1034 | Reservoir | Pikarere Street Titahi Bay | Lot 1 DP 46586 | |
| K1041 | Drainage Reserve | Between Airlie Road and Cluny Road | | |
| K1042 | Drainage Reserve | Taupo Stream | | |

| Map Ref | Designation Title | Location | Legal Description (where known) | Lapse Date (where relevant) |
|---------------------|---|---|--|---------------------------------------|
| K1047 | Service Lane | Mana Esplanade | Pt Lots 1 2 3 4 5 6 7 DP 11273 Pt Lot 1 DP 64208 Pt Lots 1 2 3 DP 64209 Pt Sec 141 SO 23235 | |
| K1048 | Waste Water Treatment Plant | South of Old Man Point | Part of Lot 1 DP 62407 | |
| K1052 | Refuse Disposal Landfill including landfill, recycling, refuse transfer station and resource recovery | Spicer Landfill Broken Hill | Part of: Lot 1 DP 52949, Lot 1 DP 77503, Sec 409, Sec 155, Lot 3 DP 52896 | |
| K1054 | Existing public roads | Porirua City | | |
| K1060 | Civic Purposes (Cultural Centre) | Corner Norrie and Parumoana Streets | Lot 2 DP 83018 | |
| K1061 | Civic Purposes (Aquatic and Recreation Centres) | Te Rauparaha Park | Lots 1 and 2 DP 35225 | |
| K1062 ¹⁰ | Whitby Link Road – BOI 2012 | Between Navigation Drive and Transmission Gully route | | 12 June 2027 |

¹⁰ Refer to Appendix D for designation conditions relating to K1062.

| Map Ref | Designation Title | Location | Legal Description (where known) | Lapse Date (where relevant) |
|---------------------|----------------------------------|--|---|---------------------------------------|
| K1063 ¹¹ | Waitangirua Link Road – BOI 2012 | Between Warspite Avenue and Transmission Gully route | | 12 June 2027 |

NOTICES OF REQUIREMENTS FOR DESIGNATIONS

The following notices of requirement (NOR) are currently being processed by Porirua City Council. As they have yet to be confirmed the District Plan maps have yet to be updated. Details on each Notice of Requirement can be found in the files listed in the table below:

| Map Ref | NOR Title | Location | Legal Description (where known) | File Reference |
|----------------|--------------------|---------------------------|---|-----------------------|
| K1035 | Proposed Reservoir | North of Takapuwhia Drive | Part of Pt Sec North A2B | RC 3909 |

K11 Requiring Authority: Minister for Courts

The Minister for Courts is a requiring authority under Section 166 of the Resource Management Act 1991. The purpose of the following designation is to ensure the continuation of the operation of the Porirua Courthouse from this site.

| Map Ref | Designation Title | Location | Legal Description (where known) |
|----------------|--------------------------|--------------------------|---|
| K1101 | Porirua Courthouse | 4 Hagley Street, Porirua | Lot 2 DP 26027, CT43B/201 City of Porirua |

K12 (All K12 Designations uplifted)

¹¹ Refer to Appendix E for designation conditions relating to K1063.

SCHEDULE OF DESIGNATIONS - Appendices

The following provide notice of requirement (NOR) confirmed in the jurisdiction of the Porirua City Council for larger designated sites and sites that have a number of applicable conditions relating to the designation.

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| APPENDIX A | K0410 & K0407 STATE HIGHWAY 58 |
| APPENDIX AA | SCOUR REPAIR ALTERATION TO K410 |
| APPENDIX B: | K0408 TRANSMISSION GULLY ROUTE |
| APPENDIX C: | K0409 KENEPURU LINK ROAD |
| APPENDIX D: | K1062 WHITBY LINK ROAD |
| APPENDIX E: | K1063 WAITANGIRUA LINK ROAD |
| APPENDIX F: | K0411 STATE HIGHWAY 1 (Rural Section) |
| APPENDIX G: | K0412 STATE HIGHWAY 1 (Paremata to Plimmerton) |
| APPENDIX H: | K1030 RESERVOIR (conditions in relation to reservoir #3) |

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APPENDIX A: K0410 & K0407 STATE HIGHWAY 58

- Construction, operation, realignment, maintenance and repair of a road forming part of SH58 from Mount Cecil Road/Felix Road to approximately 750 metres north of Harris Road on Land located within the City of Porirua, including the areas shown as designated on the Operative District Plans consisting of areas of land from between 0 and 85 metres in width located on the western side of the existing designation and areas of land from between 0 and 90 metres in width located on the eastern side of the existing designation (to be referred to as “State Highway purposes”)
- Consequential construction, operation, realignment, maintenance and repair of approximately 260m of Harris Road on land currently designated as “Existing Public Roads” in the Operative District Plan, and land in the general vicinity and located on the northern side of Harris Road, as shown on land designation plan LDP8 attached to the application.
- The carting out of ancillary works and activities.

*Please Note: The following conditions apply to all of K0410 and K0407 **except** the Scour Repair portion of K0410 as outlined in Appendix AA*

NOR3.1 **General Conditions**

NOR3.1.1 Construction cannot commence until plans are submitted to the General Manager Environmental and Regulatory Services demonstrating that adequate and safe arrangements will be made to accommodate U-turns and other necessary manoeuvres at or in the vicinity of the Moonshine Road intersection and the General Manager Environmental and Regulatory Services has had a reasonable period of time in which to comment.

NOR3.1.2 It is noted that full implementation of the project will require confirmation of all the respective Notices of Requirement ("NORs") to Hutt City Council, Upper Hutt City Council and Porirua City Council. Should the Requiring Authority wish to begin construction on the part or parts of the project covered by one (or two) of the NORs in advance of the part or parts of the project covered by the other (or others), no part of the reconstructed road may be commissioned for use in advance of the full project.

NOR3.1.3 Work shall not commence until the General Manager Environmental and Regulatory Services has been given a reasonable opportunity to comment on final designs for the intersections at Mt. Cecil Road and Harris Road. These designs shall ensure that full and adequate provision has been made for all necessary vehicle manoeuvres. Property accesses to the reconstructed highway shall meet the appropriate NZ Transport Agency requirements.

NOR3.2 **Submission of Information on Final Designs**

Outline Plans and Management Plans

NOR3.2.1 Prior to the commencement of any on site work, the Requiring Authority shall submit information, including plans, detailing final designs in general accordance with the Notice of Requirement as submitted and notified to the reasonable satisfaction of the General Manager, Environmental and Regulatory Services.

The final designs shall show the following information:

- a) The location of the proposed State highway carriageway in relation to designation boundaries;
- b) The location and design of all intersections, overpasses and underpasses, in particular the reconstruction of intersections and local roads; in particular the Intersection with Harris Road;
- c) The location and design of all fencing, bunds, and barriers;
- d) The design of lighting at intersections; and
- e) Landscape and ecological mitigation works.

NOR3.2.2 The Requiring Authority shall submit a plan to the General Manager Environmental and Regulatory Services which identifies all alterations to Porirua City Council services including the programming for the undertaking of the alteration works.

NOR3.3 Construction

NOR3.3.1 All construction works shall be undertaken in a manner complying with the provisions of NZS6803:1999 *Acoustics -Construction Noise*, including the recommended noise limits specified in Table 2 of that Standard, subject to an express exemption where any emergency construction work is required to be carried out at short notice in order to protect human life or property. In consideration of the duration of work for purposes of Table 6.2, all work shall be deemed to be of long term duration.

NOR3.3.2 Earthworked areas will be progressively stabilised in accordance with the Revegetation Plan.

NOR3.3.3 The Requiring Authority shall use appropriate methods to prevent or minimise any discharge of dust beyond the boundary of the designation that is noxious, dangerous, offensive or objectionable or is of such an extent that it causes or is likely to cause a dust nuisance to adjoining properties and shall ensure that dust is kept to a minimum to avoid contamination of Pauatahanui Stream.

NOR3.3.4 Notwithstanding the generality of condition NOR3.3.3, prior to commencement of the construction works, the requiring authority or its agent shall submit to the General Manager, Utilities Policy, following consultation with the Hutt City Council a Dust Management Plan In order to prevent or minimise any dust emission causing a dust nuisance to adjoining properties. The Dust Management Plan shall be prepared by person(s) suitably qualified to determine effective dust management having regard to the activities carried out on adjoining properties, and shall be completed to the reasonable satisfaction of the General Manager, Utilities Policy, prior to the commencement of the construction works. In particular, the Dust Management Plan:

- a) Shall detail the specific measures to be undertaken to control dust emission beyond the boundaries of the designation ('dust control measures'), in order to avoid and mitigate dust nuisance to adjoining properties,
- b) Shall specify monitoring measures, including in relation to dust control measures, and on site generation and off site deposition of dust,
- c) Shall specify contingency measures to avoid, remedy or mitigate any dust nuisance effects on adjoining properties arising from any failure of the dust control measures,
- d) May include provision to enable immaterial departures from the Dust Management Plan,

- e) May specify obligations required to be implemented prior to the commencement of the construction works.

NOR3.3.5 All construction works shall be undertaken in accordance with the Dust Management Plan specified in Condition NOR3.3.4.

NOR3.3.6 No amendments may be made to the Dust Management Plan specified in Condition NOR3.3.4 unless prior written approval from the General Manager, Utilities Policy is obtained.

NOR3.3.7 The Requiring Authority shall ensure that all contractors carrying out works under this designation are provided with a copy of this designation (including all conditions) and the Dust Management Plan specified in Condition NOR3.3.4.

NOR3.4 Traffic Noise Mitigation

NOR3.4.1 The proposed work shall be designed so that, in relation to dwellings existing at the time of confirming the designation, noise levels shall comply with the document entitled "*Transit New Zealand Guidelines for the Management of Road Traffic Noise - State Highway Improvement*" contained in the *Transit New Zealand Policy Planning Manual*, dated December 1999 (the "Noise Guidelines") throughout the design period. The design period shall be ten years from the time of the new road becoming operational.

NOR3.4.2 Prior to construction of the proposed works, the Requiring Authority shall:

- a) Engage a suitably qualified person to undertake a review of the existing ambient sound levels at existing dwellings affected by the works to determine whether or not the noise levels at each of those dwellings shall comply with the Noise Guidelines without any on-site noise mitigation treatment being undertaken at the dwelling; and
- b) Provide the Council with a report listing the existing dwellings to which on-site noise mitigation treatment will need to be applied in order to ensure compliance with the Noise Guidelines ("Affected Dwellings"), if any, and identifying the extent of noise reduction required (if any) to ensure such compliance.

NOR3.4.3 In respect of the Affected Dwellings referred to in condition NOR3.4.2(b), the following shall apply:

- a) Not less than 4 months prior to completion of construction of the proposed works, the Requiring Authority shall consult with the Council as to the options for on-site noise mitigation treatment of the Affected Dwellings and the processes which the Requiring Authority will follow in its dealings with the owners of Affected Dwellings on these matters;
- b) Not less than 3 months prior to completion of construction of the proposed works, the Requiring Authority shall give written notice to the owner of each Affected Dwelling specifying the following:
 - The change in noise levels without on-site noise mitigation treatment at that dwelling predicted in accordance with the Noise Guidelines for that dwelling arising from the operation of the proposed works
 - following construction of the proposed works; and
 - on the fifth anniversary of completion of construction of the proposed works;

- The options which the Requiring Authority offers to that person for on-site noise mitigation treatment to that person's dwelling and the predicted benefits which implementation of those options would have in terms of noise levels;
- An invitation to the owner to enter into discussions with the Requiring Authority as to the selection of suitable noise mitigation treatment options;
- A statement to the effect that the owner (or any subsequent owner) has a period within which to decide whether or not to accept the Requiring Authority's offer for on-site noise mitigation treatment, which period shall not terminate sooner than the sixth month following completion of the proposed works; and
- A statement informing the owner of the ability which owners have to get access to any expert adviser (nominated by the Requiring Authority to the reasonable satisfaction of the Council).

NOR3.4.4 The Requiring Authority shall keep records available for inspection on request by the Council of the following:

- a) All written notices served in accordance with condition NOR3.4.3;
- b) All responses received to those written notices;
- c) Those Affected Dwellings in respect of which responses have not been received;

NOR3.4.5 Except as provided in condition NOR3.4.6, the Requiring Authority shall:

- a) In consultation with each Affected Dwelling owner (and, if so requested by the owner, with any expert adviser so nominated by the Council), arrange for the implementation of the noise mitigation treatment works for each Affected Dwelling by a person whom the Council is satisfied is competent (or such other person as may be agreed with the owner); and
- b) As soon as practicable after completion of the noise mitigation treatment works at an Affected Dwelling, arrange for a completion certificate to be issued in respect of that property certifying that the noise mitigation treatment works have been undertaken to appropriate standards to attain the level of reduction required to comply with condition NOR3.4.1, such completion certificates to be submitted to the Council within one month of completion of the noise mitigation treatment.

NOR3.4.6 Where the Requiring Authority has duly given notice to an owner of an Affected Dwelling in accordance with condition NOR3.4.5 hereof, the Requiring Authority shall be deemed to comply with condition NOR3.4.1 hereof:

- a) From the date notice was given until the date the completion certificate referred to in condition NOR3.4.5 has been issued, where the owner of the Affected Dwelling has agreed to the Requiring Authority implementing noise mitigation treatment works;
- b) From the date notice was given until indefinitely thereafter, where the owner of the Affected Dwelling refuses to agree to the Requiring Authority implementing noise mitigation works (except where before the expiry of six months after completion of the proposed works the owner then agrees in which case condition (a) of this condition applies);
- c) From the date notice was given until indefinitely thereafter, where the owner of the Affected Dwelling cannot after reasonable enquiry be found before the expiry of six months after completion of the proposed works.

NOR3.5 Landscape and Ecological Mitigation Works

NOR3.5.1 Prior to any works starting on site the Requiring Authority or its Agent shall develop detailed revegetation plans and specifications demonstrating how the Requiring Authority will implement revegetation in general accordance with the revegetation Plan subject to final design and any modifications required to comply with any other conditions of this designation to the written approval of General Manager Environmental and Regulatory Services (such approval being deemed to have been given if the Manager fails to respond to receipt of written request for such approval within 20 working days of that request) following consultation with the Wellington Regional Council and the Department of Conservation. This time requirement needs to be stated clearly in the document.

The Requiring Authority shall ensure that the approved plans are complied with.

NOR3.5.2 In the final design of each stage of the road to be submitted to Porirua City Council in accordance with condition NOR3.1 the Requiring Authority shall make provision for:

- a) Landscape treatment to remedy or mitigate adverse effects of the road through the use of the following techniques; landform shaping, soil conservation and enhancement, vegetation conservation, and regrassing and replanting of trees and shrubs.
- b) Ecological treatment with the objectives of:
 - Assisting with the integration of the proposed road within the existing ecology of the area.
 - Remedying or mitigating adverse effects of the road.
 - Recognising the potential to provide habitat within the designation area to create and maintain ecological connections or migration routes from indigenous flora and fauna.
- c) Shaping and cutting fill batters shall be designed and constructed in such a way as to resemble as far as possible the existing natural landforms of the area.
- d) Earthworks shall be designed to integrate the alignment into the surrounding landscape i.e. rounding edges of cut faces where practicable.
- e) In any area where the Pauatahanui Stream is realigned, this will be done in a manner that recreates the varied natural appearance using appropriate material design and planting. The Requiring Authority will undertake riparian planting adjacent to the Pautahanui Stream just north of the northern culvert. If the existing trees are disturbed, they will be replaced by planting over the equivalent area.

NOR3.6 Geotechnical

NOR3.6.1 Except where the slope above a cut is at an angle exceeding 10° (where no rounding is necessary), the upper 3 metre section of cut slopes shall be generally rounded to a flatter slope of 2 H:IV (26 degrees) unless otherwise indicated. There should be at least 3 metres clear width outside the carriageway at the toe of cut slopes to collect debris from cuttings.

NOR3.6.2 Where appropriate, cut off drains shall be provided at the top of cuttings, where there is a significant catchment which could drain towards the cutting and cause erosion.

NOR3.6.3 Sub-horizontal drainage holes shall be incorporated where there are significant hydrostatic pressures potentially giving rise to batter instability.

NOR3.6.4 Sidling fills must be keyed into the existing hillsides by benching into the existing slopes, with all vegetation, organic materials and soft colluvial material being removed.

NOR3.6.5 Any fill material for use in embankment or sidling fills should be granular material containing no organic material.

NOR3.7 Protocol for Dealing with Koiwi or Taonga Unearthed During Development

NOR3.7.1 Prior to the commencement of the project the Porirua City Council shall advise the Te Runanga o Toa Rangatira ("Runanga") of the identity of the Officer of Council appointed as Responsible Officer for the purposes of ensuring compliance with this condition. As soon as reasonably practicable thereafter the City Council shall arrange a meeting between the Responsible Officer and representatives of the Runanga with a view to discussing any issues arising from this condition, including the appointment of a contact person with the Runanga.

The following procedure shall be adopted in the event that koiwi or taonga are unearthed or are reasonably suspected to have been unearthed during the course of the Project development:

- (i) Immediately it becomes apparent or is suspected by workers at the site that koiwi or taonga have been uncovered, all activity at the site will cease;
- (ii) The plant operator will shut down all machinery or activity immediately, leave the area and advise his or her Supervisor of the occurrence;
- (iii) The Supervisor shall take steps immediately to secure the area in a way that ensures the koiwi or taonga remain untouched as far as possible in the circumstances and shall notify the Responsible Officer;
- (iv) The Responsible officer shall notify the New Zealand Police and NZ Historic Places Trust or Department of Conservation (as the case may be) that it is suspected that koiwi or taonga have been uncovered at the site;
- (v) The Responsible Officer will also immediately notify the Runanga contact person that it is suspected that koiwi or taonga have been uncovered at the site;
- (vi) The Runanga has agreed to contact the appropriate kaumatua to act on behalf of the Runanga in this matter in order to guide and advise the Porirua City Council and other parties as to the appropriate course and will immediately advise the Responsible Officer of the identity of such kaumatua and such other details as may be appropriate in the circumstances;
- (vii) The Responsible Officer will ensure that staff are available to meet and guide kaumatua, police, Department of Conservation or Historic Places Trust staff to the site, assisting with any requests that they make;
- (viii) If the kaumatua are satisfied that the koiwi or taonga are of Maori origin the kaumatua has agreed to determine how they are to be dealt with and will communicate such decision to Porirua City Council, NZ Police, the Requiring Authority and such other parties as are considered

appropriate;

- (ix) Activity on site will remain halted until the Police, Department of Conservation, Historic Places Trust (as the case may be) and the kaumatua have given approval for operations to recommence; and
- (x) The Responsible Officer shall ensure that kaumatua are given the opportunity to undertake karakia and such other religious or cultural ceremonies and activities at the site as may be considered appropriate in accordance with tikanga Maori (Maori custom and protocol).

NOR3.7.2 The Requiring Authority shall consult with the Runanga at the appropriate time on detailed design matters and construction, including, but not limited to, revegetation, removal of native species and interpretative signage.

NOR3.8 Audit and Monitoring

NOR3.8.1 The Requiring Authority shall undertake an independent pre and post safety audit carried out on the final alignment of SH 58 including intersections, with particular attention being given to the service road intersections.

NOR3.8.2 Following the commencement of on-site works, at regular intervals of not less than once every ten working days, all cuttings that have been worked since the immediately preceding inspection shall be inspected during construction by a qualified and experienced geologist/geotechnical engineer for the purpose of enabling adjustments to be made to slope profiles, or for slope protection/support/stabilisation measures to be incorporated where appropriate. The Requiring Authority shall keep a record of such inspections which shall be made available to the Porirua City Council upon request.

NOR3.9 Wellington Regional Council

NOR3.9.2 The Requiring Authority shall consult with and involve Wellington Regional Council in developing programmes to revegetate earthworked areas, including cut and fill batters, in Belmont Regional Park.

NOR3.9.3 The Requiring Authority shall provide Wellington Regional Council with a physical and legal access to any watermains owned by Wellington Regional Council currently located within road reserve that will not be located within such reserve once the Project has been completed.

NOR3.9.4 The Requiring Authority shall ensure that all Wellington Regional Council watermains which will be below ground level once the Project has been completed will be not less than 0.75m and not more than 2m below the completed ground surface of the Project, unless Wellington Regional Council's Assets and Quality Manager, Water Supply agrees otherwise in writing.

NOR3.10 Lapsing of Designation

NOR3.10.1 Pursuant to section 184(1)(c) of the Resource Management Act 1991 the lapsing period for this designation is ten years.

NOR3.11 Additional ancillary matters

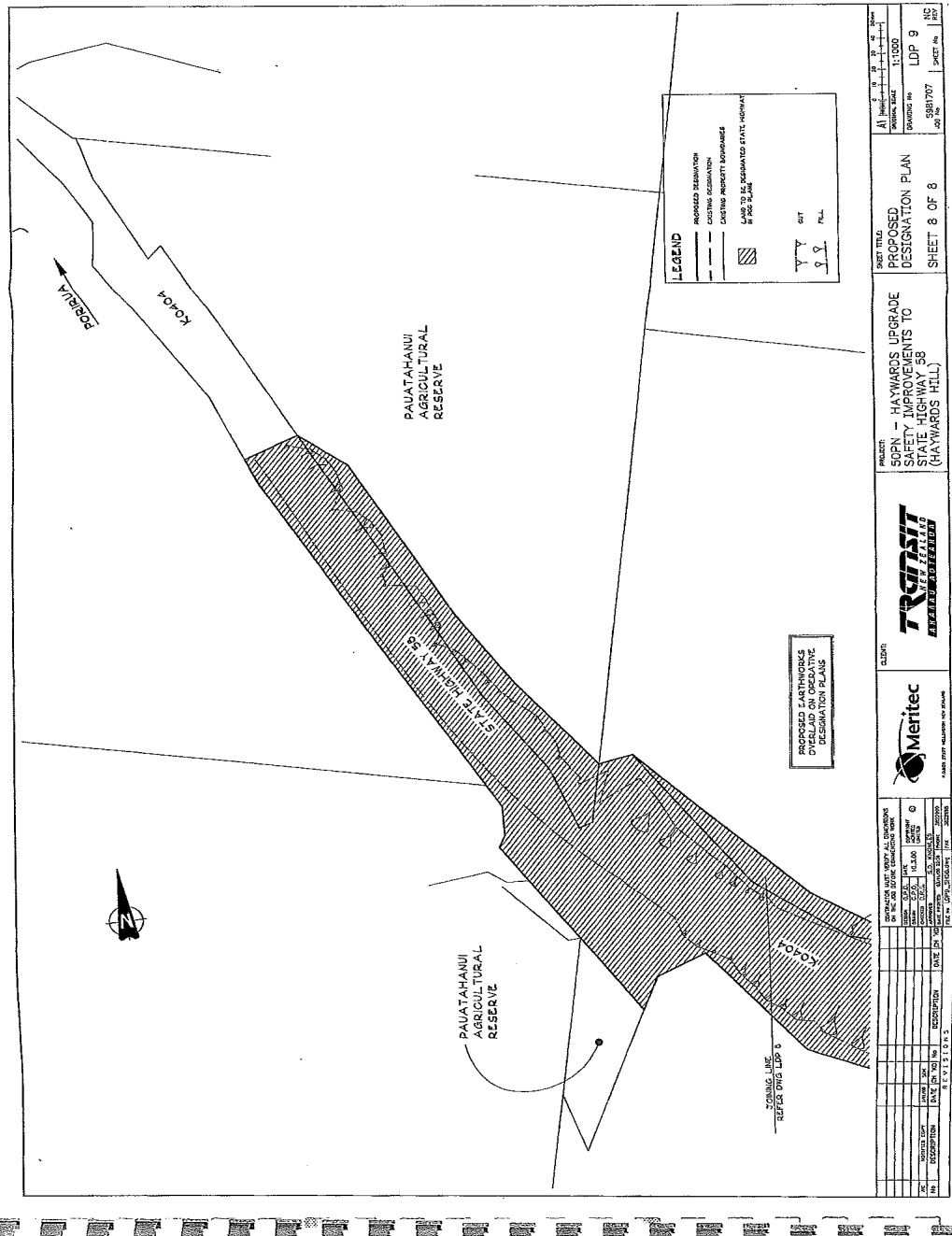
NOR3.11.1 The Requiring Authority shall establish Traffic Management Plans as the varying stages of the project progress to demonstrate that traffic will be managed during the construction phase of the project in accordance with the applicable Transit Code of Practice for Temporary Traffic Management.

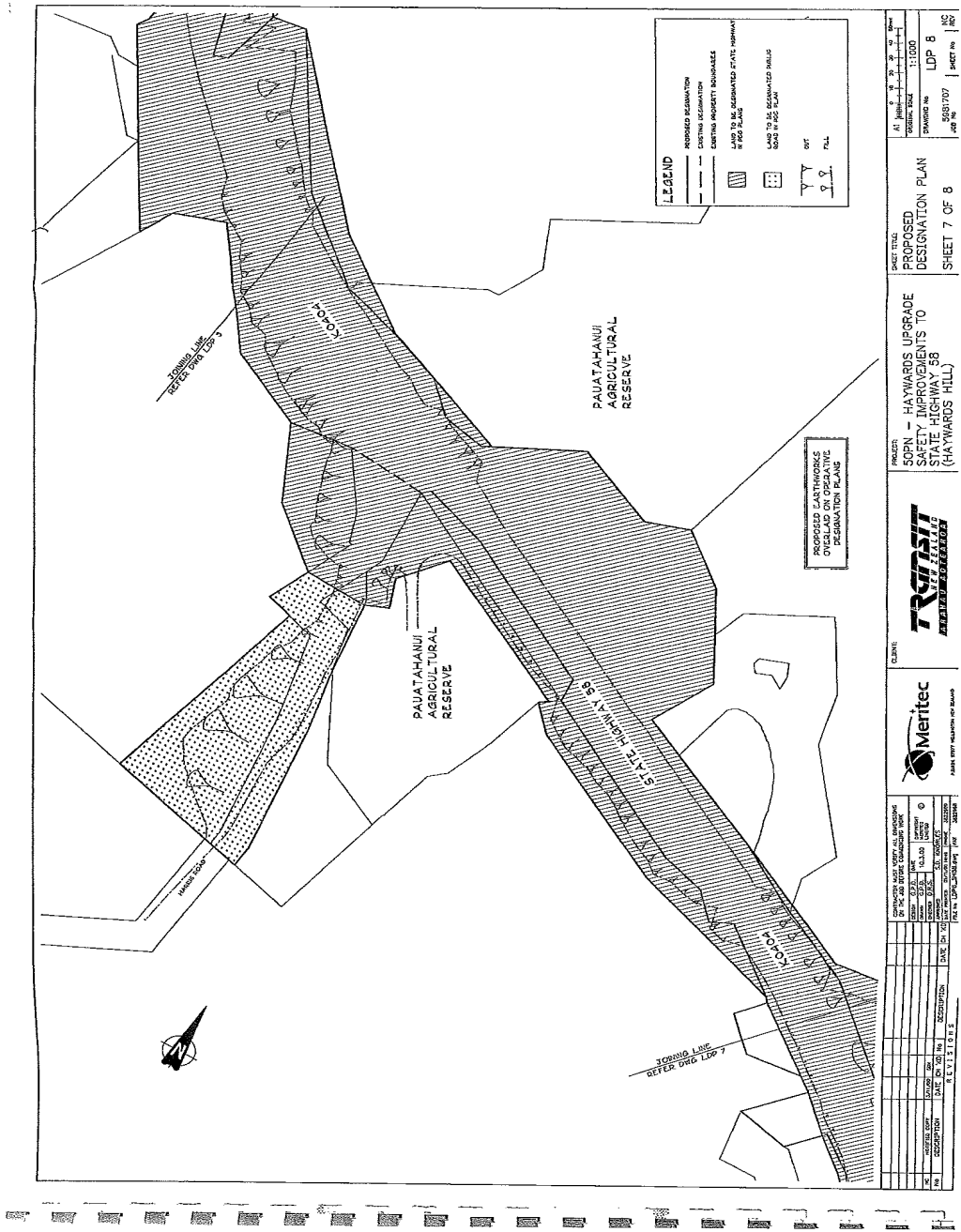
NOR3.11.2 The Requiring Authority shall maintain a permanent record of any complaints alleging adverse effects from its operations within the designation or any breach of these conditions or other comments received. The record shall include the name and address (as far as practicable) of the person who made the complaint or comment, and where a complaint is made, identification of the nature of the matter complained about, date and time of the complaint and of the alleged event, weather conditions at the time of the alleged event (as far as practicable) and any remedial action taken. This record shall be made available to Porirua City Council on request.

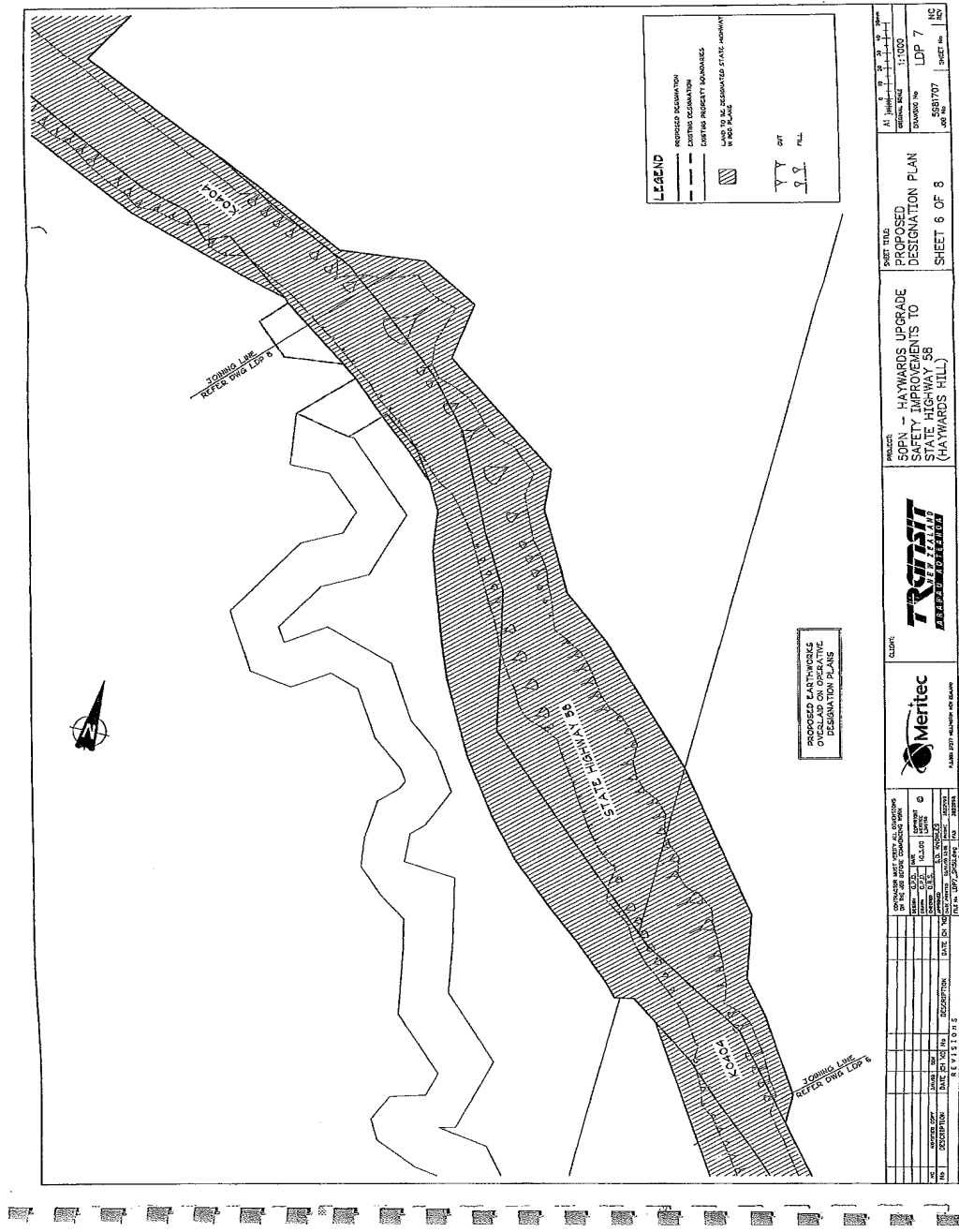
NOR3.11.3 Prior to the commencement of construction works, the Requiring Authority shall use its best endeavours to notify affected owners and occupiers of all properties adjoining the new road of:

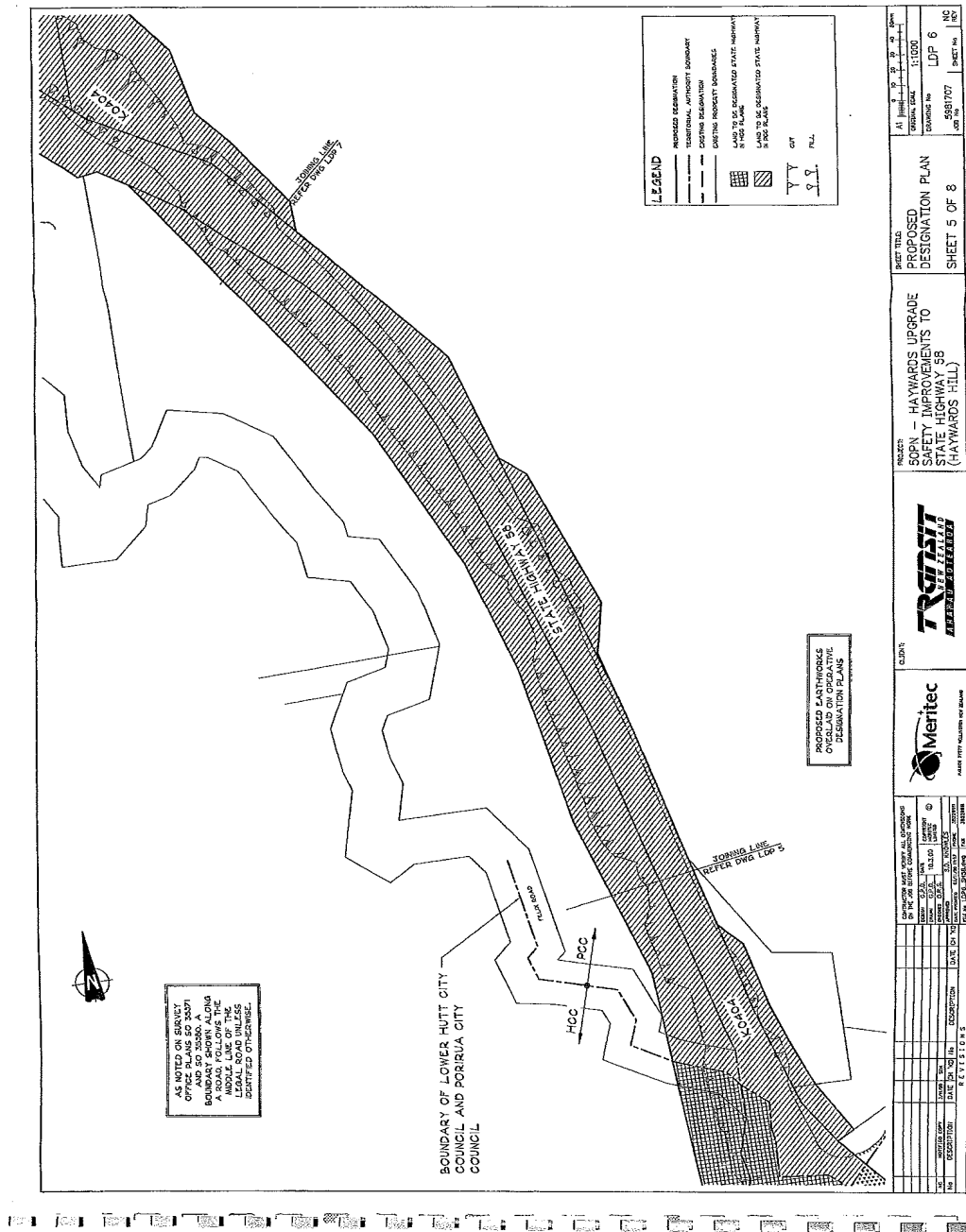
- a) The details of the construction programme; and
- b) A single point of contact for concerns or enquiries relating to the project, including a telephone and facsimile number,

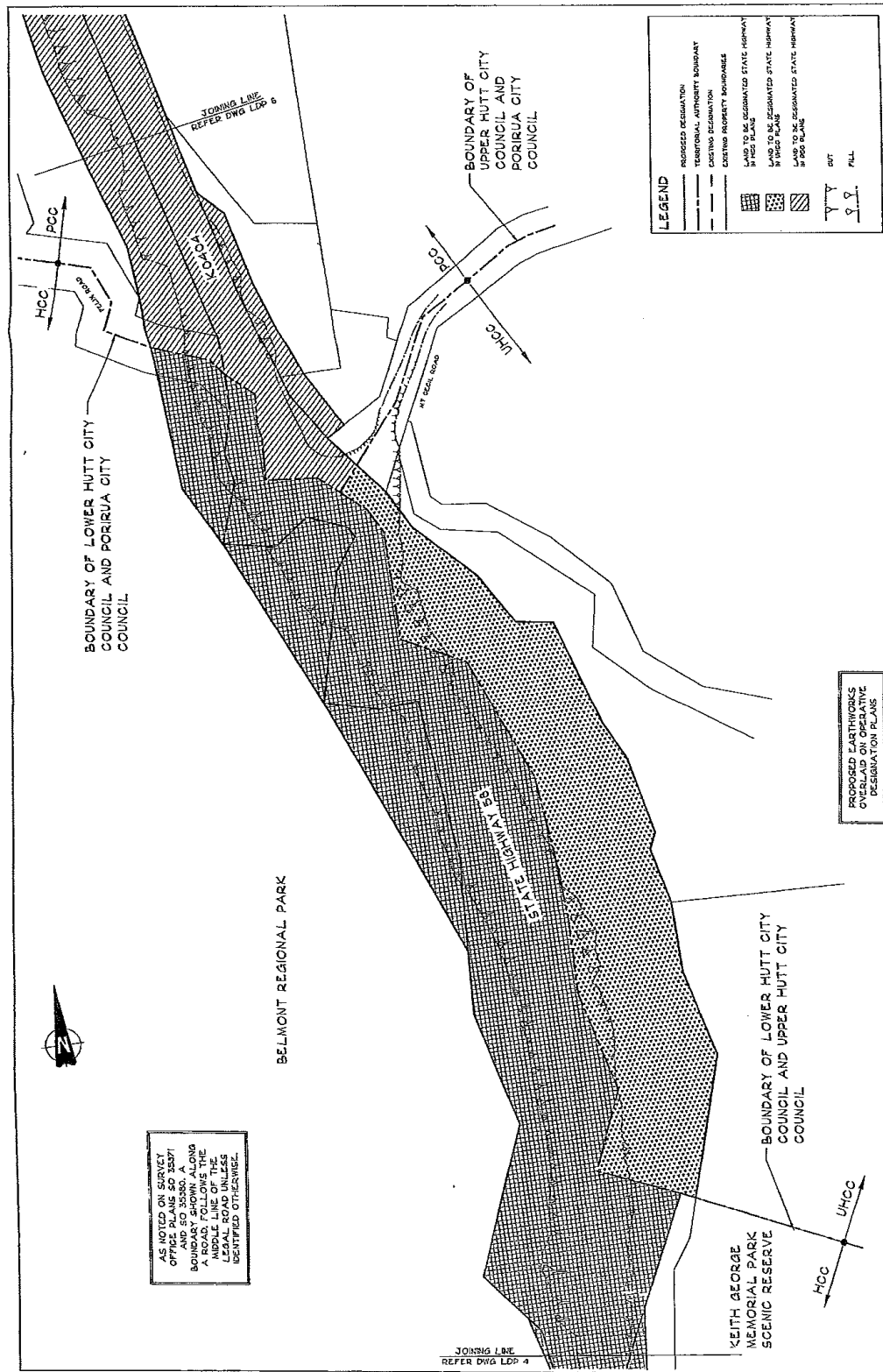
Provided that the Requiring Authority shall be treated as complying with this condition once any such notice sent by pre-paid post to the person at the usual or last known place of residence or business or Post Office Box address would have been delivered in the ordinary course of post, or once any such notice has been sent by facsimile to the usual or last known facsimile number of that person, or delivered by hand to the property.











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APPENDIX AA: Scour Repair Alteration to K0410

This alteration to K0410 only applies to the State Highway 58 Scour Repair works described in the Notice of Requirement dated August 2014. All conditions attaching to K0410 (Appendix A) apply to any other works/projects that NZTA propose to undertake within the designation. (Conditions NOR 3.1.1 – 3.3.1, 3.2.1 & 3.2.2, 3.3.2, 3.3.4 – 3.3.7, 3.4.1 – 3.4.6, 3.5.1 & 3.5.2, 3.6.1 – 3.6.5, 3.7.2, 3.8.1 & 3.8.2, 3.9.2 – 3.9.4, 3.11.1 of K0410 do not apply; conditions NOR3.3.1, 3.3.3 & 3.11.3 of K0410 are altered; and conditions NOR3.7.1, 3.10.1 & 3.11.2 of K0410 continue to apply). The extent of the alteration is identified in the following map.

NOR3.3 Construction

NOR3.3.1 All construction works shall be undertaken in a manner complying with the provisions of NZS6803:1999 Acoustics – Construction Noise. The methodology is to be provided to GM Environment and Regulatory Services at least 20 working days prior to work commencing.

NOR3.3.3 The Requiring Authority shall use appropriate methods to prevent or minimise any discharge of dust beyond the boundary of the designation that is noxious, dangerous, offensive or objectionable or is of such an extent that it causes or is likely to cause a dust nuisance to adjoining properties and shall ensure that dust is kept to a minimum to avoid contamination of Pauatahanui Stream. The methods shall be set out in a Dust Management Plan and provided for certification to the GM, Environment & Regulatory Services at least 10 working days before work commences.

NOR3.7 Protocol for Dealing with Koiwi or Taonga Unearthed During Development

NOR3.7.1 Prior to the commencement of the project the Porirua City Council shall advise the Te Runanga o Toa Rangatira ("Runanga") of the identity of the Officer of Council appointed as Responsible Officer for the purposes of ensuring compliance with this condition. As soon as reasonably practicable thereafter the City Council shall arrange a meeting between the Responsible Officer and representatives of the Runanga with a view to discussing any issues arising from this condition, including the appointment of a contact person with the Runanga.

The following procedure shall be adopted in the event that koiwi or taonga are unearthed or are reasonably suspected to have been unearthed during the course of the Project development:

- (i) Immediately it becomes apparent or is suspected by workers at the site that koiwi or taonga have been uncovered, all activity at the site will cease;
- (ii) The plant operator will shut down all machinery or activity immediately, leave the area and advise his or her Supervisor of the occurrence;
- (iii) The Supervisor shall take steps immediately to secure the area in a way that ensures the koiwi or taonga remain untouched as far as possible in the circumstances and shall notify the Responsible Officer;
- (iv) The Responsible officer shall notify the New Zealand Police and NZ Historic Places Trust or Department of Conservation (as the case may be) that it is suspected that koiwi or taonga have been uncovered at the

site;

- (v) The Responsible Officer will also immediately notify the Runanga contact person that it is suspected that koiwi or taonga have been uncovered at the site;
- (vi) The Runanga has agreed to contact the appropriate kaumatua to act on behalf of the Runanga in this matter in order to guide and advise the Porirua City Council and other parties as to the appropriate course and will immediately advise the Responsible Officer of the identity of such kaumatua and such other details as may be appropriate in the circumstances;
- (vii) The Responsible Officer will ensure that staff are available to meet and guide kaumatua, police, Department of Conservation or Historic Places Trust staff to the site, assisting with any requests that they make;
- (viii) If the kaumatua are satisfied that the koiwi or taonga are of Maori origin the kaumatua has agreed to determine how they are to be dealt with and will communicate such decision to Porirua City Council, NZ Police, the Requiring Authority and such other parties as are considered appropriate;
- (ix) Activity on site will remain halted until the Police, Department of Conservation, Historic Places Trust (as the case may be) and the kaumatua have given approval for operations to recommence; and
- (x) The Responsible Officer shall ensure that kaumatua are given the opportunity to undertake karakia and such other religious or cultural ceremonies and activities at the site as may be considered appropriate in accordance with tikanga Maori (Maori custom and protocol).

NOR3.10 Lapsing of Designation

NOR3.10.1 Pursuant to section 184(1)(c) of the Resource Management Act 1991 the lapsing period for this designation is ten years.

NOR3.11 Additional ancillary matters

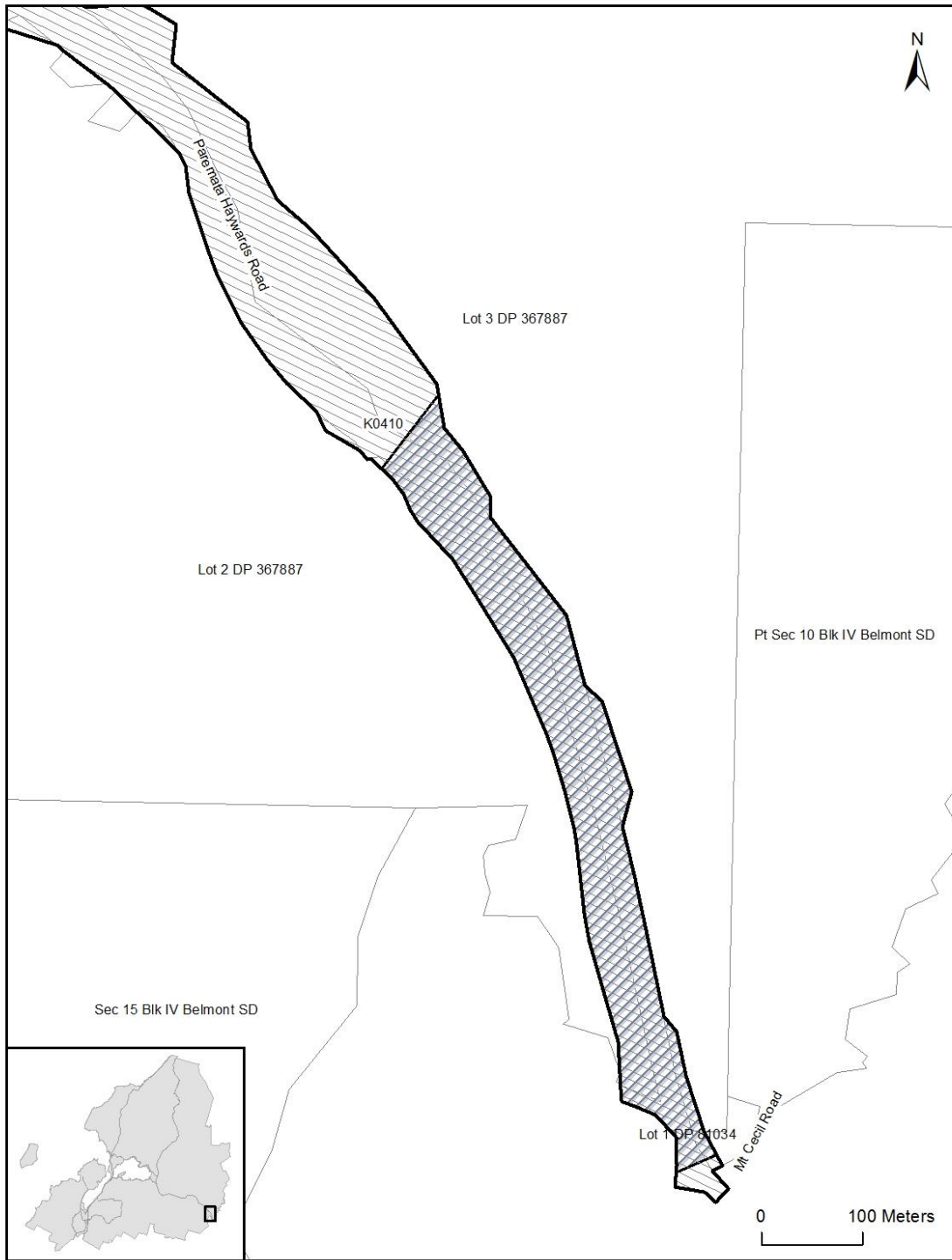
NOR3.11.2 The Requiring Authority shall maintain a permanent record of any complaints alleging adverse effects from its operations within the designation or any breach of these conditions or other comments received. The record shall include the name and address (as far as practicable) of the person who made the complaint or comment, and where a complaint is made, identification of the nature of the matter complained about, date and time of the complaint and of the alleged event, weather conditions at the time of the alleged event (as far as practicable) and any remedial action taken. This record shall be made available to Porirua City Council on request.

NOR3.11.3 Prior to the commencement of construction works, the Requiring Authority shall use its best endeavours to notify affected owners and occupiers of all properties adjoining the length of the Scour Repair project area of:

The details of the construction programme; and

A single point of contact for concerns or enquiries relating to the project, including a telephone and facsimile number,

Provided that the Requiring Authority shall be treated as complying with this condition once any such notice shall be sent by pre-paid post to the person at the usual or last known place of residence or business or Post Office Box address would have been delivered in the ordinary course of post, or once any such notice has been sent by facsimile to the usual or last known facsimile number of that person, or delivered by hand to the property.



Scour Repair Alteration to K0410

-  Designation K0410
-  Scour Repair Alteration Extent
-  Parcel

APPENDIX B: K0408 TRANSMISSION GULLY ROUTE

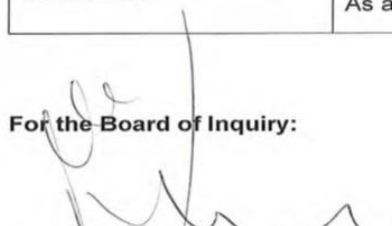
BOARD OF INQUIRY
 Transmission Gully Notices
 of Requirement and Consents

**NOR 3 – Notice of Requirement confirmed in the jurisdiction of the
 Porirua City Council**

Pursuant to sections 149R and 149P(4), and subject to all the relevant provisions of the Resource Management Act 1991 and any regulations made thereunder, a Notice of Requirement is confirmed regarding:

| | |
|---|--|
| Requiring Authority | New Zealand Transport Agency |
| District Plan | Porirua City District Plan |
| Designation Purpose | Transmission Gully Main Alignment |
| Purpose for which right is granted | Construction, operation and maintenance of the Transmission Gully Main Alignment |
| Conditions | As attached |

For the Board of Inquiry:


 Chairperson **B P Dwyer**
 Environment Judge

Dated: 12-6-12

New Zealand Transport Agency – Conditions on Confirmed Notices of Requirement for K0408 Transmission Gully Route

Please note: The following are the specific conditions applied by the Board of Inquiry to the K0408 Transmission Gully Route Designation. It should be noted that these conditions are numbered according to the decision of the Board of Inquiry. The Board of Inquiry did not include conditions for the following: NZTA.5, 10, 18, 24, 25, 37, 38, 48, 54 and 63.

General Conditions and Administration

- NZTA.1 Except as modified by the conditions below, and subject to final design, the Project shall be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement dated August 2011, May 2014, October 2014, June 2016, July 2016, August 2016, September 2016, November 2016, December 2016, February 2017, May 2017, July 2017, October 2017 and November 2017 and supporting documents being:
- (a) Assessment of Environmental Effects report, dated 8 August 2011 and 8 May 2014.
 - (b) Plan sets:
 - i. **LR00-20:** Land requirement plans;
 - ii. **GM01-21:** Road layout plans except as amended by Drawing No: TG-DRG-ALL-PW-3001 rev.C;
 - iii. **GM22-84:** Longitudinal sections and cross sections except as amended by Figures 2 – 5 Revision 1 entitled Transmission Gully – James Cook Drive Interchange dated May 2014 (File Ref: W13134_Figs_JamesCook_A3);
 - iv. **DR01-21:** Drainage layout plans;
 - v. **SO1-29:** Structures plans;
 - vi. **LA01-21:** Landscape plans except as amended by Drawing No: TG-DRG-FCP-LD-1053 rev.B;
 - vii. **AC01-21:** Construction access plans;
 - viii. **LR00-20:** Land requirement plans;
 - ix. **GM01-21:** Road layout plans except as amended by Drawing No: TG-DRG-ALL-PW-3001 rec.C;
 - x. **GM22-84:** Longitudinal sections and cross sections except as amended by Figures 2 – 5 Revisions 1 entitled Transmission Gully – James Cook Drive Interchange dated May 2014 (File Ref:W13134_Figs_JamesCook_A3);
 - xi. **DR01-21:** Drainage layout plans;
 - xii. **SO1-29:** Structure plans;
 - xiii. **LA01-21:** Landscape plans except as amended by Drawing No: TG-DRG-

FCP-LD-1053 rev.B;

xiv. **AC01-21**: Construction access plans.

- (c) Alternations to Designations – Bridge 25 Volume 1 (Planning and Technical Reports) and Volume 2 (Plan Set – Attachments A – H) all dated October 2014;
- (d) Alternations to Designations - Bridge 27 & Kenepuru Link Road, Volume 1 (Planning and Technical Reports) and Volume 2 (Plan Set – Attachments A – I) all dated October 2014;
- (e) Alteration to designation – Northern site compound: as per plan submitted with RM15095;
- (f) Alteration to Designation to permit access track at Belmont Regional Park, dated 7 June 2016;
- (g) Alteration to Designation – Designation boundary change north-west of the James Cook Interchange dated 29 June 2016;
- (h) Notice of Requirement to Alter a Designation – Carnavon Place, as per TG-CPBH-RPT-STH-EN-9039, dated 7 July 2016;
- (i) Notice of Requirement to Alter a Designation – Fill site F2 as per TG-CPBG-RPT-STH-EN-9044, dated August 2016;
- (j) Notice of Requirement to Alter a Designations – Earthworks (Borrow and Fill Sites and Hanging Valleys) in B1 and B2, dated 23 September 2016 and addendum dated 2 December 2016;
- (k) Notice of Requirement to Alter a Designation – Earthworks and Access Track (C2), dated February 2017;
- (l) Notice of Requirement to Alter a Designation – Earthworks (Borrow and Fill) at Cut 36 in E11, dated February 2017, including plan No. TG-CPBH-DRG-E1-SV-0143, Issue G and as amended by email dated 4 April 2017 (removal of request to amend condition NZTA 53);
- (m) Notice of Requirement to Alter a Designation – E1 Embankments, dated February 2017;
- (n) Notice of Requirement to Alter a Designation – Bridge 2 Interchange and Mackays Local Connector Road in Construction Zone A1 as per TG-CPBHRPT-NTH-EN-9074, dated May 2017;
- (o) Notice of Requirement to Alter a Designation – Bridge 19 as per TG-CPBH-RPT-STH-EN-9059, dated May 2017;
- (p) Notice of Requirement to Alter a Designation – Fill Site 107, dated July 2017 as per TG-CPBH-RPT-NTH-EN-9101;
- (q) Notice of Requirement to Alter a Designation – Fill Site 67, dated July 2017 as per TG-CPBH-RPT-CTR-EN-9113;

- (r) Notice of Requirement to Alter a Designation – E1 Tie In Structure – Rip Rap Distilling Basins, dated 11 October 2017 as per TG-CPBH-RPT-STH-EN-9119;
- (s) Notice of Requirement to Alter a Designation – Fill Sites 151, 163, 200A/200B(C3), dated October 2017 as per TG-CPBH-RPT-NTH-EN-9120 Revision 00;
- (t) Notice of Requirement to Alter a Designation – E2 Tie in Structure – Concrete Stilling Basin, dated November 2017 as per TG-CPBH-RPT-STH-EN-9130 Revision 00.

For the avoidance of doubt, none of these conditions prevent or apply to works required for the ongoing operation or maintenance of the Project following construction such as changes to street furniture or signage over time. Depending upon the nature of such works, Outline Plans or Outline Plan waivers may be required for any such works.

Where there is conflict between the documents listed above and these conditions, these conditions shall prevail.

Advice Notes

1. All other conditions NZTA 2 - 83 of K0408 – Transmission Gully Route BOI 2012 will apply to the additional areas of land incorporated into Designation K0408.
2. The proposed Notice of Requirement for the designation boundary alteration and establishment of three Sediment Retention Ponds and associated earthworks has been confirmed by the GWRC as being in general accordance with the existing BOI approval.

NZTA.2 As soon as practicable following completion of construction of the Project, the Requiring Authority shall:

- (a) Review the width of the area designated for the Project;
- (b) Identify any areas of designated land that are no longer necessary for the ongoing operation, or maintenance of the Project or for ongoing mitigation measures; and
- (c) Give notice to the Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified in NZTA.2(b) above.

NZTA.3 The designation shall lapse if not given effect to within 15 years from the date on which it is included in the District Plan under Section 175 of the RMA.

NZTA.3A The Requiring Authority shall reimburse the Council for its actual and reasonable costs incurred in carrying out its functions pursuant to Section 36(1)(d) of the RMA.

NZTA.3B No earlier than six months after the commencement of the Project and no later than 12 months from that date the Requiring Authority shall:

Consult with PCC, WRC, Paremata Residents Association Inc, Plimmerton Residents Association Inc, and Ngati Toa Rangitira in relation to its proposals for the Work Paremata Road, Mana Esplanade and St Andrews Road following the construction of the Transmission Gully Motorway Project, including the following matters:

- (a) Ownership and control of the Work Paremata Road, Mana Esplanade and St Andrews Road;
- (b) Options relating to the future of the existing Paremata Bridge;
- (c) The continuation of four laning of St Andrews Road between Acheron Road and James Street;
- (d) Measures (to the extent that they are legally available) to restrict or discourage heavy vehicle movements through the Work Paremata Road, Mana Esplanade and St Andrews Road;
- (e) Other measures required to ensure an adequate level of service for the traffic volumes and traffic type expected to use the Work Paremata Road, Mana Esplanade and St Andrews Road;
- (f) Provision of arrangements for cyclists;
- (g) Alteration of footpath widths;
- (h) Removal of traffic lights;
- (i) Changes to the operation of the clearways or High Occupancy Vehicle lanes;
- (j) Alteration of arrangements in relation to capacity;
- (k) Any changes to be sought to the any NZTA designation in relation to those matters; and

Report on the outcomes of that consultation to PCC and WRC for the purposes of ensuring that PCC and WRC are fully informed of the views of the public and those bodies, and of the Requiring Authority's intended response to that consultation.

Outline Plans and Management Plans

NZTA.4 Subject to Condition NZTA.5 below, the Requiring Authority shall submit an Outline Plan (OP) (or Plans) to the Council for the part of the Project located within the District or for each Project stage within the District, in accordance with section 176A of the RMA.

NZTA.6 The OP(s) shall include the following Plans for the relevant stage(s) of the Project:

- (a) Heritage Management Plan (HMP);
- (b) Construction Traffic Management Plan (CTMP);
- (c) Landscape and Urban Design Management Plan (LUDMP);
- (d) Construction Noise and Vibration Management Plan; and
- (e) Construction Air Quality (Dust) Management Plan.

Advice Note: The Construction Environmental Management Plan (CEMP) may be submitted with the OP for information – but recognising that the Wellington Regional Council shall have a role in certifying this Plan. The Requiring Authority shall ensure that if the CEMP is changed or updated as a result of the WRC and relevant Territorial Authority certification process that

the most up to date version is provided to the Council.

NZTA.6A Any management plan(s) specified in Condition NZTA.6 may be submitted to the Council as part of an Outline Plan(s) and be processed in accordance with section 176A of the RMA (as specified in Condition NZTA.4) without including the requirements of Conditions NZTA.24, NZTA.37, NZTA.47 and NZTA.48, provided that:

- No construction traffic shall use Rangatira Road adjoining the properties referred to in NZTA.24; and
- No works shall commence within 200m of the properties (either individually or as a group) referred to in Conditions NZTA.37, NZTA.47 and NZTA.48;

until such time as an amendment to the relevant management plan(s) fulfilling the requirements of those conditions is submitted to the Council and processed in accordance with NZTA.7A below. If the amendments included in the relevant management plan(s) require an associated amendment to an aspect of an Outline Plan(s), then this shall also be submitted to the Council and processed at the same time, in accordance with NZTA.7A.

NZTA.6B The LUDMP specified in Condition NZTA.6 may be submitted to the Council as part of an Outline Plan(s), and be processed in accordance with section 176A of the RMA (as specified in Condition NZTA.4), without including specific landscape design details for the Project areas identified in the LUDMP in accordance with Condition NZTA.46(fa), provided that no works shall commence within these Project areas until such time as an amendment to the LUDMP, which includes the specific landscape design details for these areas, is submitted to the Council and processed in accordance with NZTA.7A below. If these amendments to the LUDMP require an associated amendment to an aspect of an Outline Plan(s), then this shall also be submitted to the Council and processed at the same time, in accordance with NZTA.7A.

NZTA.7 All works shall be carried out in accordance with the Outline Plan and management plans required by these conditions, subject to Conditions NZTA.6A and NZTA.6B.

NZTA.7A

- (a) The Requiring Authority may submit to the Council amendments to the Outline Plan(s) or management plan(s) required under Conditions NZTA.4 and NZTA.6, provided that such amendments have been identified in the revised programme required under condition NZTA.8;
- (b) Any amendments to the management plan(s) shall remain consistent with the overall intent of the relevant management plan;
- (c) For the avoidance of doubt, amendments to any Outline Plan(s) or management plan(s) required under Condition NZTA.4 or NZTA.6 shall be processed under the relevant NZTA conditions and under the provisions of section 176A of the RMA in relation to those aspects of the Outline Plan(s) or management plan(s) that are amended.

Advice Note: For the avoidance of doubt, where an Outline Plan or management plan is amended in accordance with Condition NZTA.7A, any works in accordance with that amended Outline Plan or management plan (that were not in accordance with the Outline Plan or management plan prior to its amendment) shall not commence until the process under section 176A of the RMA has been completed in relation to those aspects of the Outline Plan or management plan that is being amended.

NZTA.8 In order to assist the Council with planning for staff resourcing, at least three months prior to

the submission of the first Outline Plan for the Project, the Requiring Authority shall provide the Manager with a programme. The programme shall set out:

- (a) The estimated timing for undertaking all the required consultation on the development of any management plans that are required to be prepared under these conditions and/or as part of the Outline Plan (or Plans);
- (b) The estimated timing for provision of the EMMP and CEMP that are required under the regional consent conditions for Council comments, and/or the timing of provision of draft management plans (if any) for comments;
- (c) Expected response times for Council officers; and
- (d) The date proposed for the submission of the Outline Plan (or Plans).

The Requiring Authority shall give reasonable consideration to accommodating any concerns raised by the Council over the proposed timing; and

If requested by the Council, the Requiring Authority shall give reasonable consideration to extending the timeframes for processing the Outline Plan (or Plans) beyond that set out in section 176A of the Act.

Prior to commencement of construction, the Requiring Authority shall provide the Manager with a revised programme at least one month before the submission of amendments to the Outline Plan(s) or management plan(s) required under Conditions NZTA.4 and NZTA.6.

NZTA.9 Once construction has commenced, the Requiring Authority shall provide the Manager with an updated schedule of construction activities and timing of any updates to, or further management plans, Outline Plans and/or other reports that are required to be prepared for the Project at monthly intervals throughout the construction phase of the entire Project.

NZTA.11 The following Outline Plan(s) and management plans shall be made available for public viewing at one or more of the Project site offices:

- (a) Confirmed Outline Plan(s);
- (b) Construction Environmental Management Plan (CEMP);
- (c) Construction Noise and Vibration Management Plan (CNVMP);
- (d) Construction Air Quality Management Plan (CAQMP);
- (e) Heritage Management Plan (HMP);
- (f) Construction Traffic Management Plan (CTMP); and
- (g) Landscape and Urban Design Management Plan (LUDMP).

Where practicable, electronic copies of the management plans shall be made available upon request.

Communications and Public Liaison – Construction

NZTA.12 A liaison person shall be appointed by the Requiring Authority for the duration of the construction phase of the Project to be the main and readily accessible point of contact at all

times for persons affected by the construction work. The Requiring Authority shall take appropriate steps to seek to advise all affected parties of the liaison person's name and contact details. If the liaison person will not be available for any reason, an alternative person shall be nominated. The Requiring Authority shall seek to ensure that a Project contact person is available by telephone 24 hours per day/seven days per week during the construction phase of the Project.

NZTA.13 Prior to the commencement of construction and/or enabling works, the Requiring Authority shall prepare and implement a Communications Plan that sets out procedures detailing how the public will be communicated with throughout the construction period. As a minimum, the Communications Plan shall include:

- (a) Details of a contact person available on site at all times during works. Contact details shall be prominently displayed at the entrance to the site(s) so that they are clearly visible to the public at all times;
- (b) Methods to consult on and to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding residential communities, and methods to deal with concerns raised about such hours;
- (c) Methods to record concerns raised about hours of construction activities and, where practicable, methods to avoid particular times of day which have been identified as being particularly sensitive for neighbours;
- (d) Details of communications activities proposed including:
 - i. Publication of a newsletter, or similar, and its proposed delivery area.
 - ii. Newspaper advertising
 - iii. Notification and consultation with individual property owners and occupiers with dwellings within 20 metres of construction activities;

The Communications Plan shall also include linkages and cross-references to methods set out in other management plans where relevant.

NZTA.14A The Communications Plan required by Condition NZTA.13 shall be prepared in consultation with Battle Hill Eventing and shall set out how any issues raised in consultation have been incorporated, or if they have not been incorporated, the reasons why.

The Requiring Authority shall also ensure that Battle Hill Eventing is provided with a copy of the programme required by Condition NZTA.9 where it is relevant to works occurring within Battle Hill Farm Forest Park.

Complaints – Construction

NZTA.15 At all times during construction work, the Requiring Authority shall maintain a permanent record of any complaints received alleging adverse effects from, or related to, the exercise of this designation. The record shall include:

- (a) the name and address (as far as practicable) of the complainant;
- (b) identification of the nature of the complaint;

- (c) location, date and time of the complaint and of the alleged event;
- (d) weather conditions at the time of the complaint (as far as practicable), and including wind direction and approximate wind speed if the complaint relates to air quality.
- (e) the outcome of the Requiring Authority's investigation into the complaint;
- (f) measures taken to respond to the complaint; and
- (g) Any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-Project construction, fires, traffic accidents or unusually dusty conditions generally.

The Requiring Authority shall also keep a record of any remedial actions undertaken.

This record shall be maintained on site and shall be made available to the Manager and Wellington Regional Council, upon request. The Requiring Authority shall notify the Manager and Wellington Regional Council in writing of any such complaint within 5 working days of the complaint being brought to the attention of the Requiring Authority.

Archaeology and Heritage

Advice note: An authority under section 12 of the Historic Places Act will be sought prior to the commencement of construction and is also likely to require the preparation of an HMP (or an Archaeological Management Plan).

NZTA.16

An Outline Plan (or Plans) for the construction of any part of the Project located within the District or for the construction of any Project stage within the District shall include Heritage Management Plan (HMP). The HMP shall be prepared in consultation with the Council, Te Runanga o Toa Rangatira Inc and the New Zealand Historic Places Trust. Any comments and inputs received from these parties shall be clearly documented within the management plan, along with clear explanation of where any comments have not been incorporated and the reasons why.

The HMP shall include:

- (a) A map showing the area covered by the HMP;
- (c) A map showing the location of St Joseph's Church and other associated features within the Church site grounds;
- (d) A map showing all other known archaeological sites and features located within 500 metres of the designation boundary;
- (f) All methods that will be used to manage effects of the Project on St Joseph's Church during construction including specific measures to be applied in the event of damage or likelihood of damage to the glacier windows;
- (g) The results of an up to date condition survey of St Joseph's Church undertaken not more than one month prior to submission of the Outline Plan, and a post construction condition survey not more than one month after completion of construction, so that the effects of construction can be accurately assessed;
- (h) Any heritage monitoring requirements;

- (i) Methods for reporting monitoring results to the relevant Council, New Zealand Historic Places Trust and Ngati Toa;
- (j) Procedures, stand down periods and dispute resolution processes to be applied in the event of an archaeological discovery; and
- (k) Methods for transferring any relevant information to Council and the New Zealand Historic Places Trust upon completion of works.

The HMP shall be consistent with any conditions imposed by any relevant New Zealand Historic Places Trust authority.

NZTA.17 The existing Conservation Plan for St Joseph's Church shall be updated at least one month prior to any construction works commencing within 500 metres of the Church.

NZTA.19 The Requiring Authority, in consultation with, Te Runanga o Toa Rangatira Inc and the New Zealand Historic Places Trust, shall prepare an accidental discovery protocol, and provide a copy to the Council at the same time as submission of the Outline Plan. The protocol shall be implemented in the event of accidental discovery of cultural or archaeological artefacts or features during the construction of the Project. The protocol shall include, but not be limited to:

- (a) Training procedures for all contractors regarding the possible presence of cultural or archaeological sites or material, what these sites or material may look like, and the relevant provisions of the Historic Places Act 1993 if any sites or material are discovered;
- (b) Parties to be notified in the event of an accidental discovery shall include, but need not be limited to Te Runanga o Toa Rangatira Inc, the New Zealand Historic Places Trust, the WRC, the relevant District or City Council and the New Zealand Police (if koiwi are discovered);
- (c) Procedures to be undertaken in the event of an accidental discovery (these shall include immediate ceasing of all physical works in the vicinity of the discovery); and
- (d) Procedures to be undertaken before Work under this designation may recommence in the vicinity of the discovery. These shall include allowance for appropriate tikanga (protocols), recording of sites and material, recovery of any artefacts, and consulting with Te Runanga o Toa Rangatira Inc and the New Zealand Historic Places Trust prior to recommencing works in the vicinity of the discovery.

Construction Environmental Management Plan

Advice Note: The CEMP is required to be certified by the Wellington Regional Council and the relevant Territorial Authority. The CEMP is to be supplied to the Councils for an initial consultation process, and then the final document is required to be supplied for information, and display in a site office.

NZTA.20 The Requiring Authority shall, at least 20 working days prior to submitting the Construction Environmental Management Plan required by Condition NZTA.21 (and by the regional consent conditions) to the Councils for certification, submit a draft to the Councils for comment. Any comments received shall be supplied to the Wellington Regional Council and the relevant Territorial Authority when the CEMP is submitted, along with clear explanation of where any comments have not been incorporated and the reasons why.

NZTA.21 The CEMP shall confirm Project details, staging of Work, and detailed engineering design to ensure that the Project remains within the limits and standards approved on this designation and that the construction and operation activities avoid, remedy or mitigate adverse effects on the environment in accordance with the conditions imposed on this designation, and any resource consents granted to assist the Requiring Authority in constructing the Project.

The draft CEMP submitted with the application (dated July 2011) shall be used as a basis for the preparation of the CEMP. The CEMP shall provide details of the responsibilities, reporting frameworks, coordination and management required for Project quality assurance; detailed design; construction methodologies; timeframes and monitoring processes and procedures.

Advice Note: "Detailed design" and "detailed engineering design" for the purposes of meeting the requirements of this condition relates to the level of design necessary to show the physical extent and form of permanent Project works. This is to enable Councils to determine whether the permanent works are in general accordance with the designations and the resource consents for the Project while also addressing their respective conditions.

A CEMP shall include but need not be limited to:

(1) *Quality Assurance*

A Quality Assurance section which shall include management frameworks, systems and procedures for quality management of all on-site activities and compliance with the conditions imposed on this designation and any resource consents granted to assist the Requiring Authority in constructing the Project. Among other matters this section shall provide details of the following:

- (a) Name, qualifications, relevant experience and contact details of an appropriately qualified and experienced project manager, who shall be responsible for overseeing compliance with the CEMP;
- (b) Names, qualifications, relevant experience, and methods for contacting principal staff employed on the relevant part of the Project, along with details of their roles and responsibilities;
- (c) Methods and systems to inform and train all persons working on site of potential environmental issues and how to comply with conditions of the consent;
- (d) Systems and processes whereby the public are informed of contact details of the project manager and principal staff identified above;
- (e) Liaison procedures with the Council; and
- (f) Communication protocols.

(2) *Site Management*

The Site Management section of the CEMP shall detail procedures to manage the relevant part of the Project throughout the entire construction process in a safe manner. Among other matters, this section shall provide details of the following:

- (a) Details of the site access for all Work associated with construction of the part of the Project;
- (b) Measures to be adopted to maintain the site in a tidy condition in terms of

disposal/storage of rubbish, storage and unloading of building materials and similar construction activities;

- (c) Location of workers' conveniences (e.g. portaloos);
- (d) Procedures for controlling sediment run-off into the watercourses/streams, dust and the removal of soil, debris and construction materials from the watercourses/streams and riparian margins (including identifying the location of wheel wash facilities);
- (e) A contingency plan in the event that there is any unconsented discharge to watercourses/streams;
- (f) Details of the storage of fuels and lubricants (which shall require that storage be bunded or contained in such a manner so as to prevent the discharge of contaminants from spillages);
- (g) Details of the proposed maintenance of machinery and plant to minimise the potential for leakage of fuels and lubricants;
- (h) Location of vehicle and construction machinery access and storage during the period of site works;
- (i) Procedures for thoroughly cleaning all machinery of unwanted vegetation (e.g. weeds), seeds or contaminants prior to entering the site and any other methods to avoid the introduction or spread of unwanted weeds or pests;
- (j) Methods for the clear identification and marking of the construction zones including those which extend into watercourses;
- (k) A methodology that prescribes the extent to which machinery can operate in the vicinity of watercourses so as to minimise disruption and damage to the watercourses and associated vegetation;
- (l) Methods to manage public health and safety during the construction works, and notification to the public of temporary access restrictions to the immediate works area during the staged construction;
- (m) Confirmation that no equipment or machinery will be cleaned, or refuelled in any part of any watercourses/streams, except as otherwise specifically provided for in the CEMP or an SSEMP; and
- (n) Procedures for removing all contaminants (e.g. fuel, hydraulic oils, lubricants etc) from the site at the end of the construction period, except for those required for ongoing maintenance of the road and operational activities.

(3) *Construction Programme and Methodology*

A Construction Programme which shall include a programme of works that seeks to enable the relevant part of the Project to be constructed in a manner that is timely, adequately co-ordinated and manages the adverse effects of construction on the environment. This section shall, among other matters, provide details on the following:

- (a) A detailed staging programme and anticipated timetable for construction works during the relevant part of the Project; and

- (b) A methodology to identify how earthworks will be staged during the relevant part of the Project to manage the effects of the Project on the Pauatahanui Inlet.

(4) *Layout Drawings*

Drawings showing the proposed layout of the carriageway design and footprint, construction yards and compounds, including associated buildings, fencing and site accesses. The layout drawings shall, as far as practicable, show the location of the following:

- (a) The main access to the construction yards which shall be located as far away as practicable from residential dwellings;
- (b) Noisy construction activities which shall be located as far away as practicable from residential dwellings; and
- (c) Temporary acoustic fences and visual barriers.

Traffic Management and Rooding – Construction

NZTA.22 An Outline Plan (or Plans) for the construction of any part of the Project located within the District or for the construction of any Project stage within the District shall include a Construction Traffic Management Plan (CTMP). The CTMP submitted with the application (dated May 2011) shall be updated and used as a basis for developing and finalising this plan.

This CTMP shall address the following:

- (a) The staging of the works, including details of any proposals to work on multiple sections of the Project route concurrently;
- (b) Details of construction yard access points where they gain access directly from a local road;
- (c) A general methodology for selecting detour routes;
- (d) The potential effects on the detour routes selected and how these will be managed to seek to ensure safety for all road users; and
- (e) A process for the submission of Site Specific Traffic Management Plans.

NZTA.23 The CTMP shall be prepared in consultation with the Council's Road Asset Manager (or their nominee(s)), and this consultation shall commence at least 20 working days prior to submission of the Outline Plan using a draft plan as a starting point for discussions.

Any comments and inputs received shall be clearly documented within the management plan, along with clear explanation of where any comments have not been incorporated and the reasons why.

NZTA.26 A copy of the CTMP shall be provided to the Road Asset Manager at least 20 working days prior to commencement of construction of any part of the Project within the District.

NZTA.27 The CTMP shall contain a section setting out methods to manage the construction traffic effects of the harvesting of plantation forestry as part of the enabling works for the Project.

These methods shall include but not be limited to:

- (a) Traffic and access considerations;
- (b) Methods to manage effects on the amenity of surrounding residential neighbourhoods including hours of operation and number of heavy vehicle movements per day;
- (c) The areas to be cleared at any one time; and
- (d) Methods to maintain the quality of local roads used as access routes.

NZTA.28

1. Site Specific Traffic Management Plans (SSTMPs) shall be prepared following consultation with the following key stakeholders:

- (a) The Council;
- (b) Emergency services (police, fire and ambulance).
- (c) Schools and childcare centres with frontage or access to roads within which works in relation to the relevant part of the Project will take place.

2. The SSTMPs shall be provided to the Manager at least 5 working days for a “minor” SSTMP and at least 10 working days for a “major” SSTMP prior to the commencement of work in that area for certification that:

- a) They are consistent with the CTMP
- b) Consultation has been undertaken with key stakeholders; and
- c) That all the details required under this condition are shown, along with any other matters relevant to managing the effects of construction traffic.

3. The SSTMP shall describe the measures that will be taken to manage the traffic effects associated with the construction of specific parts of the Project prior to construction of the relevant part(s) of the Project commencing.

In particular SSTMPs shall describe:

- (a) How it is consistent with the CTMP;
- (b) Temporary traffic management measures required to manage impacts on road users during proposed working hours;
- (c) Delay calculations associated with the proposed closure/s and detour routes;
- (d) The capacity of any proposed detour route(s) and their ability to carry the additional traffic volumes and any known safety issues associated with the detour route, including any mitigation measures the Requiring Authority proposes to put in place to address any identified safety issues;
- (e) Individual traffic management plans for intersections of the proposed Project with arterial roads;
- (f) Measures to maintain, where practicable, existing vehicle access to adjacent properties

and businesses;

- (g) Measures to maintain, where practicable, safe and clearly identified pedestrian and cyclist access on roads and footpaths adjacent to the construction works. Where detours are necessary to provide such access the Requiring Authority shall provide for the shortest and most convenient detours, which it is reasonably practicable to provide, having regard to safety;
- (h) Any proposed temporary changes in speed limit;
- (i) Provision for safe and efficient access of construction vehicles to and from construction site(s); and
- (j) The measures that will be undertaken by the Requiring Authority to communicate traffic management measures to affected road users and stakeholders.

5. For the purposes of this condition, a “minor” SSTMP shall be defined as involving works of 5 or less days in duration, and a “major” SSTMP shall be defined as involving works of more than 5 days in duration.

NZTA.29 The CTMP and SSTMP(s) shall be consistent with the version of the NZ Transport Agency Code of Practice for Temporary Traffic Management (COPTTM) which applies at the time the CTMP or the relevant SSTMP is prepared.

NZTA.30 The CTMP and SSTMP(s) shall undergo an independent safety and traffic operational review, by a suitably qualified independent party, prior to being submitted to the Council.

NZTA.30A Where construction works are occurring within Battle Hill Farm Forest Park and Belmont Regional Park and have the potential to block access to existing walking, cycling and/or horse-riding tracks for more than three months, the Requiring Authority shall prepare an SSTMP for certification by the Manager that:

1. Consultation has been undertaken with Tararua Tramping Club, Battle Hill Eventing, and Mana Cycle Group;
2. The matters in this condition are appropriately addressed.

The SSTMP shall specifically deal with the following matters, whilst having regard to public health and safety:

- (a) Providing signage at an appropriate starting point on the track explaining the nature of any access changes, such that it makes it easy for the user to make a decision about whether to continue along the track;
- (b) Measures to maintain, where practicable, safe and clearly sign-posted alternative tracks around the construction works; and
- (c) Measures to provide for the shortest and most convenient detours that are reasonably practicable.

NZTA.31 The Requiring Authority shall carry out random auditing of temporary road closure/s in accordance with COPTTM at regular intervals throughout the construction of the Project. The intervals shall be stated in the CTMP.

- NZTA.32 Prior to the commencement of any part of the Project, or any enabling works within the District, the Requiring Authority shall undertake a pre-construction condition survey of the carriageway/s along those local roads affected by the Project for which the Council is the road controlling authority and submit it to the Manager and the Roding Asset Manager. The condition survey shall consist of a photographic or video record of the carriageway, and shall include roughness, rutting defects and surface condition.
- NZTA.33 The Requiring Authority shall, carry out regular inspections of the road networks affected by the Project during construction, to ensure that all potholes and other damage resulting from the construction of the Project are repaired as soon as practicable.
- NZTA.33A The Requiring Authority shall ensure that procedures are adopted to prevent the deposition of slurry, clay or other materials on the roads by vehicles leaving the site where such material is liable to cause a nuisance or hazard. Procedures shall include but not be limited to use of an on-site wheel wash.
- NZTA.34 As soon as practicable following completion of construction of the Project the Requiring Authority shall, at its expense, conduct a post-construction condition survey of the road network affected by the Project. The results of the pre and post construction surveys will be compared and where necessary, the Requiring Authority shall at its expense arrange for repair of any damage to the carriageways and footpaths (and associated road components), for which the Council is the road controlling authority, where that damage has resulted from the impacts of construction of the Project. Any repairs shall be undertaken to the satisfaction of the Road Controlling Authority.

Construction Noise and Vibration Management

- NZTA.35 An Outline Plan (or Plans) for the construction of any part of the Project located within the District or for the construction of any Project stage within the District shall include a Construction Noise and Vibration Management Plan (CNVMP) that shall:
1. Be generally consistent with the draft CNVMP submitted with the application (dated July 2011);
 2. Demonstrate that appropriate consultation has been undertaken with parties listed in Condition NZTA.37; and
 3. Address all the matters listed in condition NZTA.36.

The CNVMP shall be prepared in consultation with the Council, and this consultation shall commence at least 20 working days prior to submission of the Outline Plan using a draft plan as a starting point for discussions. Any comments and inputs received from the Council shall be clearly documented within the management plan, along with clear explanation of where any comments have not been incorporated and the reasons why.

- NZTA.36 The CNVMP shall:
- (a) Be prepared by a suitably qualified acoustics specialist;
 - (b) Include specific details relating to methods for the control of noise associated with all relevant Project construction works, which shall be formulated to, as far as practicable, comply with the following criteria in accordance with NZS 6803:1999:

| Day | Time | $L_{Aeq}(15 \text{ min})$ | L_{AFmax} |
|-----|------|---------------------------|-------------|
|-----|------|---------------------------|-------------|

| | | | |
|--|---------------|-------|-------|
| Weekdays | 0630h - 0730h | 55 dB | 75 dB |
| | 0730h - 1800h | 70 dB | 85 dB |
| | 1800h - 2000h | 65 dB | 80 dB |
| | 2000h - 0630h | 45 dB | 75 dB |
| Saturday | 0630h - 0730h | 45 dB | 75 dB |
| | 0730h - 1800h | 70 dB | 85 dB |
| | 1800h - 2000h | 45 dB | 75 dB |
| | 2000h - 0630h | 45 dB | 75 dB |
| Sundays and Public Holidays holidays | 0630h - 0730h | 45 dB | 75 dB |
| | 0730h - 1800h | 55 dB | 85 dB |
| | 1800h - 2000h | 45 dB | 75 dB |
| | 2000h - 0630h | 45 dB | 75 dB |

- (c) Address the following aspects with regard to managing the adverse effects of construction noise:
- i. Noise sources, including machinery, equipment and construction techniques to be used;
 - ii. Predicted construction noise levels;
 - iii. Hours of operation, including times and days when noisy construction work and blasting would occur;
 - iv. The identification of activities and locations where structural noise mitigation measures such as temporary barriers or enclosures may be used;
 - v. Details of which road-traffic noise mitigation options will be implemented early to also mitigate construction noise;
 - vi. The measures that will be undertaken by the Requiring Authority to communicate noise management measures to affected stakeholders;
 - vii. Mitigation options, including alternative strategies where full compliance with the noise criteria set out in the table above cannot practicably be achieved;
 - viii. Schedules containing information specific to each area of the site where this is relevant to managing construction noise and vibration effects;
 - ix. Methods for monitoring and reporting on construction noise; and
 - x. Include specific details relating to methods for the control of vibration and airblast

associated with all relevant Project construction works, which shall be formulated to, as far as practicable, comply with the Category A criteria in the following table, measured in accordance with ISO 4866:2010 and AS 2187-2:2006:

| Receiver | Details | Category A | Category B |
|------------------------|---|--------------------|--------------------------------------|
| Occupied dwellings | Night-time 2000h - 0630h (transient vibration) | 0.3 mm/s ppv | 1 mm/s ppv |
| | Daytime 0630h - 2000h | 1 mm/s ppv | 5 mm/s ppv |
| All occupied buildings | Daytime blasting | 5 mm/s ppv | 10 mm/s ppv |
| | – vibration | 120 dB L_{Zpeak} | - |
| | – airblast | | |
| All buildings | Vibration – transient (including blasting) | 5 mm/s ppv | BS 5228-2 Table B.2 |
| | Vibration - continuous | | BS 5228-2 50% of Table B.2 values |
| | Airblast | - | 133 dB L_{Zpeak} |
| | | | |

- (d) Describe the measures to be adopted in relation to managing construction vibration including:
- i. Identification of vibration sources, including machinery, equipment and construction techniques to be used;
 - ii. Identification of procedures for building condition surveys at locations close to activities generating significant vibration, prior to and after completion of the works (including all buildings predicted to experience vibration which exceeds the Category A vibration criteria);
 - iii. Procedures for management of vibration, if measured or predicted vibration and airblast levels exceed the Category A criteria;
 - iv. Procedures for approval by the Council and continuous monitoring of vibration levels and effects by suitably qualified experts if measured or predicted vibration and airblast levels exceed the Category B criteria; and
 - v. The measures that will be undertaken by the Requiring Authority to communicate vibration management measures to affected stakeholders.

Construction Air Quality (including Dust) Management

NZTA.39 An Outline Plan (or Plans) shall include a Construction Air Quality (Dust) Management Plan

(CAQMP) that:

- a) Shall be consistent with the draft CAQMP submitted with the application (dated March 2011); and
- b) Shall demonstrate how Conditions NZTA.40 and NZTA.41 will be met

The CAQMP shall be prepared in consultation with the Council, and this consultation shall commence at least 20 working days prior to submission of the Outline Plan using a draft plan as a starting point for discussions. Any comments and inputs received from the Council shall be clearly documented within the management plan, along with clear explanation of where any comments have not been incorporated and the reasons why.

NZTA.40 The CAQMP shall provide a methodology for managing the effects of dust from construction activities occurring at the site, and shall, as a minimum include:

- (a) Identification and implementation of dust suppression measures appropriate to the environment in which the works are located, and the sensitivity of nearby receptors; and
- (b) Identification of contingency measures to address identified and verified adverse effects on sensitive receptors. Contingency measures may include options such as:
 - i. Cleaning of water tanks and replenishment of water supplies;
 - ii. Cleaning of houses; and
 - iii. Cleaning of other buildings and infrastructure.

NZTA.41 The CAQMP shall include a process for advising and consulting with the owners and/or occupiers of any residential property where construction activities that have the potential to generate dust will be undertaken within 100 metres of a residential dwelling on that land; and Battle Hill Eventing where works are being undertaken within Battle Hill Farm Forest Park. The advice and consultation process shall be undertaken at least 20 working days prior to commencement of the works. The Requiring Authority shall manage construction activities as far as it is practicable to be in accordance with the methods discussed with the consulted property owners and occupiers.

The CAQMP shall set out how any issues raised in consultation with the owners and occupiers of the properties listed above have been incorporated, and where they have not, the reasons why.

Construction Lighting

NZTA.41A The requiring authority shall implement procedures at all times during construction to manage lightspill (if any) to residential properties from any night lighting that is required on the site.

Landscape and Urban Design

NZTA.42 An Outline Plan (or Plans) for the construction of any part of the Project located within the district or for the construction of any project stage within the district shall include a Landscape and Urban Design Management Plan (LUDMP) for the relevant part of the Project. The purpose of the LUDMP is to integrate the Project's permanent works into the surrounding landscape and urban design context.

The LUDMP(s) shall be prepared in consultation with:

- Te Runanga o Toa Rangatira Inc;
- the Wellington Regional Council where works are within or directly adjacent to Belmont Regional Park or Battle Hill Farm Forest Park;
- Tararua Tramping Club where works are within Belmont Regional Park or Battle Hill Farm Forest Park;
- Living Streets Aotearoa;
- Battle Hill Eventing (or their nominee) where works are within Battle Hill Farm Forest Park;
- Mana Cycle Group; and
- The Council.

This consultation shall commence at least 30 working days prior to submission of the Outline Plan. Any comments and inputs received from the parties listed above shall be clearly documented within management plan, along with clear explanation of where any comments have not been incorporated and the reasons why.

The LUDMP(s) shall be Certified by Wellington Regional Council in relation to their statutory functions including but not limited to:

- a) where works are within Belmont Regional Park or Battle Hill Farm Forest Park.
- b) where there is an interrelationship with site specific plans required to be certified by Wellington Regional Council such as but not limited to the Revegetation and Enrichment Plan (G.24)

NZTA.43

The LUDMP shall be prepared by suitably qualified persons who shall include a landscape architect and an urban designer, and shall implement:

- (a) the Landscape plans submitted with the applications numbered LA01-LA21;
- (b) the Transmission Gully Urban and Landscape Design Framework (ULDF) (dated August 2011) and in particular the design principles set out in this document; and
- (c) the Ecological Management and Monitoring Plan (EMMP) required to be certified under the Regional Resource Consent conditions.

and shall be prepared in accordance with:

- (d) Transit New Zealand's Guidelines for Highway Landscaping (dated September 2002) – or any subsequent updated version;
- (e) Transit New Zealand's "Urban Design Implementation Principles (2006)" – or any subsequent updated version; and
- (f) AUSTROADS standards where these are relevant to pedestrian and cycle paths.

- NZTA.44 In order to confirm that the LUDMP is consistent with the landscape restoration components in the EMMP, required under the Regional Resource Consents, The EEMP certified only in respect of its landscape restoration components shall be supplied to the relevant Territorial Authority for information at the same time as submitting the LUDMP with the Outline Plan.
- NZTA.45 The LUDMP(s) shall provide for integration of the Project's permanent works into the surrounding landscape including;
- (a) Input into the design of earthworks contouring including cut and fill batters, benching, and spoil disposal sites;
 - (b) Input into the appearance of all major structures, including bridges, RSE batters, MSE walls, noise barriers, drainage structures;
 - (c) The provision of guidelines for the suite of highway furniture such as barriers, gantries, sign posts, lighting standards, etc.,
 - (d) Input into the appearance of stream diversions and permanent stormwater control ponds;
 - (e) Identification of required landscape mitigation planting;
 - (f) Identification of visual mitigation planting required within the land acquired for the Project which mitigate the effects of the Project on properties in the vicinity of the alignment; and
 - (g) Coordination of landscape works with ecology works.
- NZTA.46 The LUDMP(s) shall include but not be limited to the following:
- (a) Demonstration of how the design principles in the ULDF have been adhered to in the development of the design concepts, including (but not limited to) principles for noise walls, boundary walls and structures (including bridges, underpasses and associated retaining walls) which are identified in the ULDF as being in highly sensitive locations;
 - (b) Demonstration of an engineer, ecologist and landscape architect working together to design the final shape and re-vegetation for batters, earthworks and rock cuts and their associated works during the detailed design process;
 - (c) A Concept Plan/Report – this shall depict the overall landscape and urban design concept, and provide a framework for the design intent, layout and mitigation proposals.
 - (d) Landscape Design Details – these shall include the following details:
 - i. Identification of vegetation to be retained, including retention of as many as practicable of the stand of pine trees at the southern boundary of the Linden construction site yard, and the plantation on the northern side of the yard;
 - ii. Identification and protection measures for vegetation to be retained, and planting to be established along cleared edges;
 - iii. Proposed planting including plant species, plant/grass mixes, spacing/densities, sizes (at the time of planting) and layout and planting methods including trials;
 - iv. Planting programme – the staging of planting in relation to the construction

programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each stage of the Project;

- v. Detailed specifications relating to (but not limited to) the following:
- Vegetation protection (for desirable vegetation to be retained);
 - Weed control and clearance;
 - Pest animal management;
 - Ground preparation (topsoiling and decompaction to provide for rapid plant establishment and ongoing vigour);
 - Mulching; and
 - Plant supply and planting, including hydroseeding and grassing - which shall require:
 1. Any planting to reflect the natural plant associations of the area;
 2. Where practicable, the use of mixes of plants which are of a suitable richness and diversity to encourage self-sustainability once established; and
 3. Any native plants to, so far as practicable, be genetically sourced from the relevant Ecological District;
- vi. A maintenance regime including monitoring and reporting requirements, which is to apply for the three years following that planting being undertaken;
- vii. Landscape treatment for noise barriers;
- viii. Landscape treatment for any pedestrian and cycle facilities;
- ix. Consideration of:
- The landscape character of the area;
 - The integration of the works into the natural environment, including streams;
 - The potential for a joint pedestrian and cycle path under the SH58 interchange; and
 - Crime Prevention Through Environmental Design (CPTED) principles in urban areas.
- (e) Specific landscape design details for the Linden site compound. These shall include the following:
- i. Protection of the row of trees on the south-east boundary of the Linden site compound (on the uphill side);
 - ii. Riparian planting along the watercourse adjacent to the Linden site compound to

- help soften/screen the culvert and embankment;
- iii. Reinstatement of planting in the vicinity of the Linden site compound following completion of construction, including new and replacement planting adjacent to the alignment.
- (f) Specific landscape design details for the State Highway 58 site compound shall include details of early planting to be undertaken for the purpose of screening the compound during construction;
- (fa) The specific identification of other Project areas where detailed landscape or urban design needs to be developed in conjunction with the detailed engineering design process; and, subsequently, the specific landscape or urban design details for these identified Project areas where the provisions of NZTA.6B and NZTA.7A would apply;
- (fb) Identification of existing vegetation within the area adjacent to 18 to 40 Tremewan Street and Specific details regarding the retention of this existing planting to the extent practicable during construction, and the intended measures to ensure its ongoing management, to provide short and long-term visual screening. The LUDMP should also include planting and ongoing management details of early, advance grade, fast growing exotic, and native species in this areas to provide effective immediate and longer term screening of Bridge 25 and its associated works.
- (fc) The specific measures to be adopted to ensure the protection of the existing vegetation along the boundaries of 20, 22, and 24a Tremewan Street from damage during road construction, comprising a minimum 5m wide strip where available.
- (fd) Identification of existing vegetation within the area between Bridge 27 and Wall Park through to 86 Tremewan Street and specific details regarding the retention of this existing planting to the extent practicable during construction, and the intended measures to ensure its ongoing management, to provide short and long-term visual screening. The LUDMP should also include planting and ongoing management details of early, advanced grade, fast growing exotic and native species in this area to provide effective immediate and longer term screening of Bridge 27 and its associated works.
- (g) The merge (where the Main Alignment meets State Highway 1) at Linden shall be designed to, as far as practicable, maximise the distance between the Collins Avenue bridge and residential properties on Little Collins Street (including 55 Collins Avenue) and to try to avoid the need to realign the carriageway of Little Collins Street (except as provided below). This may be achieved by reducing the width of the Little Collins Bridge (including by shifting the location of the merge lanes of State Highway 1 with Transmission Gully Main Alignment further to the north) but in so doing shall not seek to shift the western extent of the works any further to the west than shown on the application drawings;
- (h) The owners and occupiers of all properties in Little Collins Street (including 55 Collins Avenue) shall be consulted prior to finalising the design (of the alignment in this location). The design shall have regard to:
- i. provision of landscaping within/along Little Collins Street adjacent to State Highway 1 to provide visual screening and to minimise opportunities for graffiti
 - ii. realignment of Little Collins Street as part of the Collins Avenue bridge works, to provide better opportunities for landscape planting on Little Collins Street; and

- iii. noise barriers on the bridge abutments that seek to reduce visual effects of the Project.

- (i) All planting works shall be undertaken in accordance with accepted horticultural practice.

NZTA.47A When considering the potential for a joint pedestrian and cycle path under the State Highway 58 interchange (under Condition NZTA.47), the Requiring Authority shall consult with the Mana Cycle Group and the Porirua City Council and shall ensure that the BPO is used in considering the design options.

The Requiring Authority shall prepare and submit a report to the Council at the same time as the submission of the Outline Plan that shall address the following matters:

- a) The nature of the alternatives that were considered and the reasons why the preferred option was chosen;
- b) Who was consulted and their responses
- c) Public health and safety

NZTA.47B The detailed design of the Main Alignment in the vicinity of the properties at 436A, 462 and 504 Paekakariki Hill Road shall be designed to maximise the distance between the road carriageway and these properties by moving the alignment as far to the east as is practicable within the designation.

NZTA.47 The detailed design of the planting (in the vicinity of the Project stages that are relevant to these landowners) shall be finalised in consultation with the owners and occupiers of the following properties:

- 247B Flightys Road
- 247C Flightys Road
- 462, 436A and 504 Paekakariki Hill Road

The LUDMP shall set out how any issues raised in consultation with these owners and occupiers have been incorporated, or if they have not been incorporated, the reasons why.

NZTA.48 In the event of the removal of any of the dwellings located on the following properties:

- 18a Tremewan Street (Lot 1 DP 29032)
- 18 Tremewan Street (Lot 2 DP 29032)
- 16 Tremewan Street (Lot 89 DP 9069)
- 12 Tremewan Street (Lot 91 DP 9069)
- 10 Tremewan Street (Lot 1 DP 63321)
- 8 Tremewan Street (Lot 2 DP 63321)
- 6 Tremewan Street (Lot 3 DP 63321)
- 4 Tremewan Street (Lot 4 DP 63321)
- 2 Tremewan Street (Lot 5 DP 63321)

then the visual mitigation planting shown on Landscape Plan LA20 shall be extended further south, and designed in consultation with the owners and occupiers of the properties at 20 and 23 Tremewan Street. In respect of planting to the rear of the properties at No.s 20, 22 and

24A Tremewan Street, the visual mitigation and screening planting shall be designed in consultation with the owners of those properties.

NZTA.49 Prior to the Requiring Authority undertaking any planting provided for in the LUDMP and throughout the ensuing landscaping maintenance period, all weed species declared as plant pests and animal pests, including stock, in the Wellington Region by the Wellington Regional Pest Management Strategy shall be controlled and removed from the site of any planting undertaken pursuant to the LUDMP which is located on:

- (a) Land declared to be motorway or limited access road;
- (b) Any Crown land held for roading or motorway purposes for the Project and which the Requiring Authority administers; or
- (c) Any other land, e.g. private land and local authority owned land, in relation to which the Requiring Authority has appropriate property rights which allow it to lawfully undertake such weed removal.

NZTA.50 Except as specified in Condition NZTA.50A, the planting identified in a LUDMP shall be implemented in accordance with the LUDMP within the first planting season following the completion of the construction works in each Project stage to which the LUDMP relates, providing climatic conditions are suitable; otherwise at the first practicable opportunity thereafter.

NZTA.50A The following planting shall be undertaken as soon as practicable within the first planting season after the commencement of establishment of the site compounds for the purpose of screening the compounds during construction as follows:

- (b) Specific landscaping that is required for the State Highway 58 site compound under Condition NZTA.46(f).

Ecology

NZTA.51 As part of the detailed design for the Project, in order to minimise the extent of effects on any area of natural vegetation, freshwater ecosystem or habitat of indigenous flora and fauna located within the designation, the Requiring Authority shall engage a suitably qualified ecologist to:

- Confirm the extent of any valued natural areas as specified in the Wellington Conservation Management Strategy 1996, RPS, Regional or District Plans; and
- Prepare maps identifying all those areas which meet the definitions in (a), with information on their relative values. The maps shall be completed as part of detailed design and shall inform any design changes that result in the extent of works varying from the footprint provided in the application drawings.

- (a) For the purposes of this condition, natural vegetation, freshwater ecosystems and habitats shall include:
 - i. Forest and shrublands
 - ii. Seral scrub
 - iii. Banks with predominantly indigenous vegetation (including non-vascular

vegetation)

- iv. Wetlands
- v. Streams
- vi. Boulderfields and scree

(b) The valued natural areas identified shall include but not be limited to the following areas:

- x. The Akatarawa - Whakatikei Regional Forest Park
- xi. Sphagnum Juncus wetland in the Horokiri Valley
- xii. TG Riparian Area (PCC Ecosite 199)
- xiii. Tawa remnants within Cannons Creek Bush (PP12) in the vicinity of the Cannons Creek Bridge
- xiv. Porirua Park Bush (PCC76)
- xv. Scoresby Grove Kanuka (PCC Ecosite 196)
- xvi. Cannons Creek Bush (PCC 12)
- xvii. Roberts Bush (PCC88).

(c) The extent of adverse effects shall be minimised by, as a minimum:

- Developing detailed designs which avoid or minimise the extent of effect on areas identified under (b) above as far as practicable
- Developing mechanisms to ensure that the areas, or parts of areas, to be avoided are clearly marked on the ground (e.g. through fences) and that contractors are required to avoid them
- For those areas which cannot be avoided, but where complete loss of the ecosystem, vegetation or habitat is not required, developing mechanisms to reduce the impact on the area as far as practicable

Note: The Site Specific Environmental Management Plans that are required to be prepared under the resource consents are required include a map of any key areas or features that are required to be avoided or otherwise protected during construction, and shall include those areas identified under this condition as being retained.

NZTA.52 In order to demonstrate compliance with Condition NZTA.51, the Requiring Authority shall submit a report to the Council at the same time as the Outline Plan. The report shall be prepared with inputs from a suitably qualified roading design engineer and an ecologist and shall set out how the design process incorporated the requirements of Condition NZTA.51.

NZTA.53 The Requiring Authority shall undertake works necessary to ensure that a combined total of at least 534ha of land is dedicated to the active or passive restoration of vegetation and associated ongoing management which shall be comprised of the following components:

- (a) Approximately 319ha comprising land retired from farming to allow natural regeneration;
- (b) Approximately 106ha comprising pioneer shrubland that will be retired, restored or undergo enrichment planting to direct succession toward coastal lowland podocarp broadleaved forest appropriate for the site;
- (c) Approximately 109ha comprising grassed slopes, and river flats and stream banks in pasture will be retired and undergo revegetation to commence successions necessary to develop into coastal lowland podocarp broadleaved forest appropriate for the site; and

these areas shall closely correspond to the maps entitled "Proposed Mitigation Sites and Treatments" unless otherwise agreed with the Manager, and shall be managed in accordance with the actions set out the attached Schedule D.

Within the above areas, at least 26,500 linear metres of stream mitigation including enriching riparian habitat and enhancing fish passage shall be achieved.

The mechanisms to achieve protection of the above land shall be set out within the EMMP and shall manage:

- (d) the felling, removal, burning or taking of any native trees, shrubs or plants or native fauna
- (e) planting of trees, shrubs or plants with a preference for specimens sourced from the ecological district within which the land is situated;
- (f) introduction of any noxious substance or substance otherwise injurious to plant life except in the control of pests;
- (g) access by stock by providing and maintaining fences and gates except when the provisions of the Fencing Act 1978 apply;
- (h) require the control of deer, goats, pigs, and weeds to levels that are necessary to achieve the conditions imposed on the relevant designation and associated consents, and to prevent significant loss of existing natural values; and
- (i) all weeds and pests in the land to the extent required by any statute and in particular comply with the provisions of, and any notices given under the Biosecurity Act 1993 and the Wild Animal Control Act 1977.

NZTA.55 The Requiring Authority shall use its best endeavours to procure from the Crown the entering into of appropriate covenants and/or encumbrances (or similar legal mechanism) to ensure that, regardless of any future ownership/tenure changes, the areas of land required for retirement and revegetation planting specified in condition NZTA.53 which are held or acquired by the Crown for the Project are protected in a manner that achieves at least the area of land retirement and revegetation planting specified in Condition NZTA.53 in perpetuity, and shall upon request from the Council report progress on these best endeavours.

The Requiring Authority shall not:

- Take active steps for the sale of any of the land required for land retirement and/or revegetation planting as identified in the maps entitled "proposed Mitigation Sites and Treatments" until an appropriate covenant and/or encumbrance (or similar legal

mechanism) is registered against each relevant title; and

- Open the Main Alignment for use by the public unless an appropriate covenant and/or encumbrance (or similar legal mechanism) has been registered against all the land required for land retirement and/or revegetation planting which is not subject to this designation.

NZTA.56 The Requiring Authority shall, at the same time as it provides the CEMP to the Regional Council, submit a programme to the Manager setting out:

- (a) how and when the 534ha of land required to be dedicated to the active or passive restoration of vegetation and associated ongoing management will be set aside for those purposes;
- (b) a programme for implementation of the required enrichment planting and revegetation;
- (c) a programme for maintenance, monitoring and measuring success; and
- (d) the approximate time at which the protective covenant or similar mechanism will formally take effect.

Existing Network Utilities

NZTA.57 Prior to the commencement of construction, the Requiring Authority shall prepare a Network Utilities Management Plan (NUMP). The Requiring Authority shall adhere to the relevant requirements of the NUMP at all appropriate times during the construction of the Project. The purpose of the NUMP shall be to ensure that the enabling works, design and construction of the Project adequately take account of, and include measures to address, the safety, integrity, protection or, where necessary, relocation of, existing network utilities.

NZTA.58 A copy of the NUMP shall be submitted to the Manager for certification at least 10 working days prior to the commencement of any enabling or construction works on any part of the Project located within the District. The purpose of the certification process is:

1. to confirm that the appropriate liaison with infrastructure providers has occurred and that their concerns have been taken into account where appropriate; and
2. that the NUMP conditions NZTA.59 to NZTA.70 have been appropriately addressed.

NZTA.59 The NUMP shall include, but need not be limited to, the following matters:

- (a) The methods the Requiring Authority will use to liaise with all infrastructure providers who have existing network utilities that are directly affected by, or located in close proximity to, the part of the Project in the District including the process for:
 - i. Network utility provider approval of proposed works on their utilities; process for obtaining any supplementary authorisations (e.g. easements and/or resource consents; and
 - ii. Protocols for inspection and final approval of works by network utility providers.
- (b) The methods the Requiring Authority will use to enable infrastructure providers to access existing network utilities for maintenance at all reasonable times, and to access existing network utilities for emergency works at all times, whilst construction activities associated

with the Project are occurring.

- (c) The methods the Requiring Authority will use to seek to ensure that all construction personnel, including contractors, are aware of the presence and location of the various existing network utilities which traverse, or are in close proximity to, the part of the Project in the District, and the restrictions in place in relation to those existing network utilities. This shall include plans identifying the locations of the existing network utilities and appropriate physical indicators on the ground showing specific surveyed locations.
- (d) How the Requiring Authority will meet the costs of any Project-related works that are required in order to protect, relocate and/or reinstate existing network utilities. Such methods shall be consistent with the provisions of the Gas Act 1992, the Electricity Act 1992 and the Telecommunications Act 2001.

NZTA.60 The NUMP shall be prepared in consultation with the relevant infrastructure providers who have existing network utilities that are directly affected by the Project and, in addition to the matters listed in Condition NZTA.59, shall include:

- (a) Measures to be used to accurately identify the location of existing network utilities,
- (b) Measures for the protection, relocation and/or reinstatement of existing network utilities;
- (c) Measures to seek to ensure the continued operation and supply of essential infrastructure services which may include, but not be limited to, any new or relocated gas pipes being made operational prior to the termination of existing gas lines;
- (d) Measures to seek to ensure the continued operation and supply of essential services, including bulk water
- (e) Measures to provide for the safe operation of plant and equipment, and the safety of workers, in proximity to live existing network utilities;
- (f) Measures to manage potential induction hazards to existing network utilities;
- (g) Earthworks management (including depth and extent of earthworks), for earthworks in close proximity to existing network utility;
- (h) Vibration management for works in close proximity to existing network utility;
- (i) Emergency management procedures in the event of any emergency involving existing network utilities;
- (j) As built drawings showing the relationship of the relocated utility to the Main Alignment shall be provided to utility owners within three months of completion of the utility relocation; and
- (k) Provision, both physical and legal, shall be made for future maintenance access to utilities to a standard at least equivalent to that currently existing.

NZTA.61 Prior to the commencement of construction, the Requiring Authority shall, as part of the NUMP, seek to ensure that the operation and maintenance of the Project does not unduly constrain access to existing and/or relocated network utilities for maintenance purposes on an ongoing basis.

NZTA.62 Prior to the commencement of construction, the Requiring Authority shall, accurately locate the assets of Powerco on the following properties and, if requested by Powerco, physically peg out the extent of the designation boundary on these individually affected properties:

- Road reserve at the southern end of Ribbonwood Terrace adjacent to Lot 4 DP 78422

NZTA.64 The Requiring Authority shall give reasonable notice and make reasonable endeavors to:

- (a) Liaise with all relevant network utility operators in relation to any part of the works within the designation where their infrastructure may be affected; and
- (b) Make reasonable and relevant changes requested by such network utility operators, to the relevant design plans and methodologies, to ensure that access to, maintenance and the operation of all network utility infrastructure within the designated area is not adversely affected.

Transpower Specific Conditions (part of a separate agreement between NZTA and Transpower New Zealand Limited)

Advice Note: Transpower conditions apply to NoR1, NoR 2, NoR 3 and NoR 4

NZTA.65 To avoid interruptions to supply, or adverse effects on Transpower New Zealand Limited's network utility infrastructure, the Requiring Authority shall, subject only to reasonable planned interruption:

- (a) Protect the utility from any activity which may interfere with the proper functioning of the services; and
- (b) Seek to relocate it to the same or a similar standard (including property rights) as the operator currently has

NZTA.66 All works or activities associated with the project and ancillary roads and activities shall be designed and undertaken to comply with the Code of Practice for Electrical Safety Distances 2001 (NZECP 34:2001). In this regard, the Requiring Authority shall liaise with Transpower New Zealand Limited during the design of the Project. All works shall to be designed to ensure the adequate protection of existing transmission lines from any potential adverse effects associated with the construction and operation of the roads within the designation (eg the provision of vehicle collision barriers where necessary). For completeness, NZEC 34:2001 includes the following requirements:

- a) All machinery and mobile plant operated within the designated area shall maintain a minimum clearance distance of 4 metres from all transmission lines located within that area.
- b) With reference to NZECP 34:2001 Figure 1, in the case of any pole supporting any conductor, no person shall excavate or otherwise interfere with any land:
 - i. at a depth greater than 300mm within 2.2 metres of the outer edge of the visible foundations of the tower; or
 - ii. at a depth greater than 750mm, between 2.2 metres and 5 metres of the outer edge of the visible foundation of the tower; or
 - iii. in such a way as to create an unstable batter.

- c) With reference to NZECP 34:2001 Figure 2, in the case of any tower (pylon) supporting any conductor, no person shall excavate or otherwise interfere with any land:
- ii. at a depth greater than 300mm within 6 metres of the outer edge of the visible foundations of the tower; or
 - iii. at a depth greater than 3 metres, between 6 metres and 12 metres of the outer edge of the visible foundation of the tower; or
 - iv. in such a way as to create an unstable batter.
- d) In accordance with Section 4 of the NZECP 34:2001 no material shall be deposited (either permanent or temporarily) under or near any National Grid transmission line without the prior approval of Transpower New Zealand Limited. This is to ensure the safe NZECP 34:2001 (Table 4) separation distances from the lines are always maintained.

All the above requirements shall apply unless prior written approval is given by Transpower New Zealand Limited.

NZTA.67 If compliance with the Code of Practice for Electrical Safety Distances NZECP (34:2001) cannot be achieved, the Requiring Authority shall consult with Transpower New Zealand Limited who will identify acceptable alternative options, including and if necessary relocate or alter the existing transmission structures to achieve compliance.

NZTA.68 The Requiring Authority shall ensure that existing access arrangements to Transpower New Zealand Limited's existing works are retained where practicable. Where the requiring authority requires or causes a change in access arrangements, alternative arrangements shall be provided, in consultation with Transpower New Zealand Limited that provides safe four wheel drive 24 hour access to the tower base during the construction period or other options that will enable Transpower to undertake necessary works. Once construction has been completed, the maintenance of access tracks shall be the responsibility of Transpower New Zealand Limited.

NZTA.69 All trees and vegetation planted shall be selected and located to ensure that no part of any tree (when mature) will encroach within a (4) metre clearance from transmission line conductors. The 4 metre clearance relates to vertical, horizontal and felling distance clearances and shall take account of the maximum conductor swing and sag.

NZTA.70 The Requiring Authority shall ensure that the discharge of contaminants to air from the site during construction of the Project does not create any dust hazard or nuisance to the transmission assets managed by Transpower New Zealand Limited. The Requiring Authority shall produce, in consultation with Transpower New Zealand Limited, as part of the Construction Management Plan, measures to identify how those potential dust effects will be managed around the transmission network.

Operational Noise

NZTA.71 For the purposes of Conditions NZTA.71 - NZTA.81 the following terms will have the following meanings:

- a) Acoustics Assessment – means the Acoustics Assessment report submitted as part of the AEE for this Project.

- b) BPO – means Best Practicable Option.
- c) Building-Modification Mitigation – has the same meaning as in NZS 6806:2010.
- d) Habitable space – has the same meaning as in NZS 6806:2010.
- e) Noise Criteria Categories – means the groups of preference for time-averaged sound levels established in accordance with NZS 6806:2010 when determining the BPO mitigation option, ie Category A – primary noise criterion, Category B - secondary noise criterion and Category C – internal noise criterion.
- f) NZS 6806:2010 – means NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads.
- g) PPFs – means the premises and facilities identified in green, yellow or red in the Acoustics Assessment and 75B Paremata-Haywards Road and 75E Paremata-Haywards Road.
- h) Structural Mitigation – has the same meaning as in NZS 6806:2010
- i) New road – has the same meaning as in NZS 6806:2010
- j) Altered road – has the same meaning as in NZS 6806:2010

NZTA.72 The Requiring Authority shall implement the road-traffic noise mitigation measures identified as the “Selected Options” in the Acoustics Assessment as part of the Project, in order to achieve the Noise Criteria Categories indicated in the Acoustics Assessment (“Identified Categories”), where practicable, subject to Conditions NZTA.73 - NZTA.81 below.

NZTA.73 The detailed design of the Structural Mitigation measures in the “Selected Options” (the “Detailed Mitigation Options”) shall be undertaken by a suitably qualified acoustics specialist prior to commencement of construction of the Project, and, subject to Condition NZTA.74, shall include, as a minimum, the following:

- (a) Noise barriers with the location, length and height in general accordance with Table 12-22 of the Acoustics Assessment; and
- (b) Open graded porous asphalt or equivalent low-noise road surfaces in general accordance with Table 12-21 of the Acoustics Assessment.

NZTA.74 Where the design of the Detailed Mitigation Options identifies that it is not practicable to implement a particular Structural Mitigation measure in the location or of the length or height included in the “Selected Options” either:

- (a) if the design of the Structural Mitigation measure could be changed and the measure would still achieve the same Identified Category or Category B at all relevant PPFs, and a suitably qualified or experienced planner, in consultation with a suitably qualified acoustics specialist, approved by the Council certifies to the Council that the changed Structural Mitigation would be consistent with adopting the BPO in accordance with NZS 6806:2010, the Detailed Mitigation Options may include the changed mitigation measure; or
- (b) if the changed design of the Structural Mitigation measure would change the Noise Criteria Category at any relevant PPF from Category A or B to Category C, but the Council confirms that the changed Structural Mitigation measure would be consistent with adopting BPO in accordance with NZS 6806:2010, the Detailed Mitigation Options may

include the changed mitigation measure.

- NZTA.75 The Detailed Mitigation Options shall be implemented prior to completion of construction of the Project, with the exception of any low-noise road surfaces, which shall be implemented within 12 months of completion of construction of the Project.
- NZTA.76 Prior to construction of the Project, a suitably qualified acoustics specialist shall identify those PPFs (“Qualifying Buildings”) which following implementation of all the Structural Mitigation measures included in the Detailed Mitigation Options (notwithstanding the distance from the road) are in:
- a) Noise Criteria Category C by an altered road, and
 - b) Noise Criteria Category B and C by a new road.
- NZTA.76A (a) Prior to commencement of construction of the Project in the vicinity of a Qualifying Building, the Requiring Authority shall write to the owner of each Qualifying Building seeking access to such building for the purpose of measuring internal noise levels and assessing the existing building envelope in relation to noise reduction performance.
- (b) If the owner of the Qualifying Building consents to the Requiring Authority request for access to the property within 12 months of the date of the Requiring Authority’s letter (sent pursuant to Condition NZTA.76(a)), then no more than six months prior to commencement of construction of the Project, the Requiring Authority shall instruct a suitably qualified acoustics specialist to visit the building to measure internal noise levels and assess the existing building envelope in relation to noise reduction performance.
- NZTA.77 Where a Qualifying Building is identified, the Requiring Authority shall be deemed to have complied with Condition NZTA.76 above where:
- (a) The Requiring Authority (through its acoustics specialist) has visited the building; or
 - (b) The owner of the Qualifying Building consented to the Requiring Authority’s request for access, but the Requiring Authority could not gain entry for some reason (such as entry being denied by a tenant); or
 - (c) The owner of the Qualifying Building did not approve the Requiring Authority’s access to the property within the time period set out in Condition NZTA.77(b) (including where the owner(s) did not respond to the Requiring Authority’s letter (sent pursuant to Condition NZTA.76(a) within that period)); or
 - (d) The owner of the Qualifying Building cannot, after reasonable enquiry, be found prior to completion of construction of the Project.
- If any of (b) to (d) above apply to a particular Qualifying Building, the Requiring Authority shall not be required to implement any Building-Modification Mitigation at that Qualifying Building.
- NZTA.78 Subject to Condition NZTA.77, no more than six months after the assessment required under Condition NZTA.76(b), the Requiring Authority shall give written notice to the owner of each Qualifying Building:
- (a) Advising of the options available for Building-Modification Mitigation to the building; and
 - (b) Advising that the owner has three months within which to decide and advise the Requiring Authority whether to accept Building-Modification Mitigation for the building to achieve an

internal level of 40 dB $L_{Aeq(24h)}$, and if the Requiring Authority has advised the owner that more than one option for Building-Modification Mitigation is available, to advise the Requiring Authority which of those options the owner prefers.

- NZTA.79 Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of an affected building, the mitigation shall be implemented in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.
- NZTA.80 Subject to Condition NZTA.77, where Building-Modification Mitigation is required, the Requiring Authority shall be deemed to have complied with Condition NZTA.79 above where:
- (a) The Requiring Authority has completed Building-Modification Mitigation to the Qualifying Building; or
 - (b) The owner of the Qualifying Building did not accept the Requiring Authority's offer to implement Building-Modification Mitigation prior to the expiry of the timeframe stated in Condition NZTA.78(b) above (including where the owner did not respond to the Requiring Authority within that period); or
 - (c) The owner of the Qualifying Building cannot, after reasonable enquiry, be found prior to completion of construction of the Project.
- NZTA.81 The Requiring Authority shall manage and maintain the Detailed Mitigation Options to ensure that, to the extent practicable, those mitigation works retain their noise reduction performance.
- NZTA.81A A Noise Mitigation Plan shall be prepared by a suitably qualified acoustics specialist prior to commencement of construction including details of:
- a) Detailed Mitigation Options
 - b) Qualifying Buildings
 - c) Methods for post-construction validation of the noise assessment. This shall include:
 - i. Prior to opening: confirmation of the location of the as-built alignment in the noise model, visual inspection from the far-side carriageway of the relationship of PPFs to earthworks and noise barriers, verification of as-built noise barrier dimensions, and confirmation of as-built road surfaces,
 - ii. 3 to 9 months after opening and checking the actual traffic volumes, and
 - iii. Noise monitoring to validate the noise model to be undertaken within 6 months of the design road surfaces being laid.
- NZTA.81B A report detailing the results and any corrective actions arising from the post construction validation of the noise assessment shall be provided to the Council within nineteen months of opening of the road in areas with low-noise road surfaces, and within ten months of opening the road in all other areas.

Permanent Lighting

- NZTA.82 Lighting shall be designed and screened to minimise the amount of lighting overspill and illumination of residential areas, and shall demonstrate that:

- (a) All motorway lighting shall be designed in accordance with "Road lighting Standard AS/NZS1158"; and
- (b) All other lighting shall be designed in accordance with the rules of the relevant District Plan (if any).

Traffic Safety Audit

- NZTA.83 No earlier than 6 months after the commencement of operation of the Transmission Gully Motorway, and no later than 12 months from that date, the Requiring Authority shall complete a traffic safety audit (in accordance with the NZ Transport Agency Guidelines 'Road Safety Audit Procedures for Projects' (November 2004) to ascertain the effects of reduced traffic and potentially higher environmental speeds on the coastal route resulting from the operation of the Transmission Gully Motorway. The audit shall outline what measures are necessary to remedy those effects. A copy of the audit and its findings shall be sent to the relevant territorial authorities.

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APPENDIX C: K0409 KENEPURU LINK ROAD

BOARD OF INQUIRY

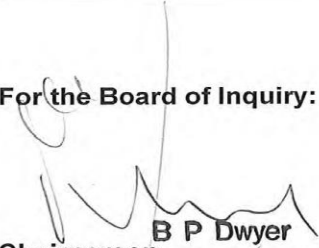
Transmission Gully Notices
of Requirement and Consents

NOR 5 – Notice of Requirement confirmed in the jurisdiction of the Porirua City Council

Pursuant to sections 149R and 149P(4), and subject to all the relevant provisions of the Resource Management Act 1991 and any regulations made thereunder, a Notice of Requirement is confirmed regarding:

| | |
|---|---|
| Requiring Authority | New Zealand Transport Agency |
| District Plan | Porirua City District Plan |
| Designation Purpose | Kenepuru Link Road |
| Purpose for which right is granted | Construction, operation and maintenance of the Kenepuru Link Road |
| Conditions | As attached |

For the Board of Inquiry:


B P Dwyer
 Chairperson Environment Judge

Dated: 12-6-12

New Zealand Transport Agency – Conditions on Confirmed Notices of Requirement for K0409 Kenepuru Link Road

Please note: The following are the specific conditions applied by the Board of Inquiry to the K0409 Kenepuru Link Road. It should be noted that these conditions are numbered according to the decision of the Board of Inquiry. The Board of Inquiry did not include conditions for the following: NZTA.5, 10, 14, 17, 18, 24, 25, 37, 38, 47, 48, 54 and 63.

General Conditions and Administration

NZTA.1. Except as modified by the conditions below, and subject to final design, the Project shall be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement dated August 2011, May 2014 and October 2014 (Bridge 27) and supporting documents being:

(a) Assessment of Environmental Effects report, dated 8 August 2011

(b) Plan sets:

- i. **LR00-20:** Land requirement plans
- ii. **GM01-21:** Road layout plans
- iii. **GM22-84:** Longitudinal sections and cross sections
- iv. **DR01-21:** Drainage layout plans
- v. **SO1-29:** Structures plans
- vi. **LA01-21:** Landscape plans
- vii. **AC01-21:** Construction access plans

(c) *(this condition pertains to K0408)*

(d) Alternations to Designations - Bridge 27 & Kenepuru Link Road, Volume 1 (Planning and Technical Reports) and Volume 2 (Plan Set – Attachments A – I) all dated October 2014.

For the avoidance of doubt, none of these conditions prevent or apply to works required for the ongoing operation or maintenance of the Project following construction such as changes to street furniture or signage over time. Depending upon the nature of such works, Outline Plans or Outline Plan waivers may be required for any such works.

Where there is conflict between the documents listed above and these conditions, these conditions shall prevail.

NZTA.2 As soon as practicable following completion of construction of the Project, the Requiring Authority shall:

- (a) Review the width of the area designated for the Project;
- (b) Identify any areas of designated land that are no longer necessary for the ongoing operation, or maintenance of the Project or for ongoing mitigation measures; and
- (c) Give notice to the Council in accordance with section 182 of the RMA for the removal of

those parts of the designation identified in NZTA.2(b) above.

NZTA.3 The designation shall lapse if not given effect to within 15 years from the date on which it is included in the District Plan under Section 175 of the RMA.

NZTA.3A The Requiring Authority shall reimburse the Council for its actual and reasonable costs incurred in carrying out its functions pursuant to Section 36(1)(d) of the RMA.

Outline Plans and Management Plans

NZTA.4 Subject to Condition NZTA.5 below, the Requiring Authority shall submit an Outline Plan (OP) (or Plans) to the Council for the part of the Project located within the District or for each Project stage within the District, in accordance with section 176A of the RMA.

NZTA.6 The OP(s) shall include the following Plans for the relevant stage(s) of the Project:

- (a) Heritage Management Plan (HMP);
- (b) Construction Traffic Management Plan (CTMP);
- (c) Landscape and Urban Design Management Plan (LUDMP);
- (d) Construction Noise and Vibration Management Plan; and
- (e) Construction Air Quality (Dust) Management Plan.

Advice Note: The Construction Environmental Management Plan (CEMP) may be submitted with the OP for information – but recognising that the Wellington Regional Council shall have a role in certifying this Plan. The Requiring Authority shall ensure that if the CEMP is changed or updated as a result of the WRC and relevant Territorial Authority certification process that the most up to date version is provided to the Council.

NZTA.6A Any management plan(s) specified in Condition NZTA.6 may be submitted to the Council as part of an Outline Plan(s) and be processed in accordance with section 176A of the RMA (as specified in Condition NZTA.4) without including the requirements of Conditions NZTA.24, NZTA.37, NZTA.47 and NZTA.48, provided that:

- No construction traffic shall use Rangatira Road adjoining the properties referred to in NZTA.24; and
- No works shall commence within 200m of the properties (either individually or as a group) referred to in Conditions NZTA.37, NZTA.47 and NZTA.48;

until such time as an amendment to the relevant management plan(s) fulfilling the requirements of those conditions is submitted to the Council and processed in accordance with NZTA.7A below. If the amendments included in the relevant management plan(s) require an associated amendment to an aspect of an Outline Plan(s), then this shall also be submitted to the Council and processed at the same time, in accordance with NZTA.7A.

NZTA.6B The LUDMP specified in Condition NZTA.6 may be submitted to the Council as part of an Outline Plan(s), and be processed in accordance with section 176A of the RMA (as specified in Condition NZTA.4), without including specific landscape design details for the Project areas identified in the LUDMP in accordance with Condition NZTA.46(fa), provided that no works shall commence within these Project areas until such time as an amendment to the LUDMP,

which includes the specific landscape design details for these areas, is submitted to the Council and processed in accordance with NZTA.7A below. If these amendments to the LUDMP require an associated amendment to an aspect of an Outline Plan(s), then this shall also be submitted to the Council and processed at the same time, in accordance with NZTA.7A.

NZTA.7 All works shall be carried out in accordance with the Outline Plan and management plans required by these conditions, subject to Conditions NZTA.6A and NZTA.6B.

- NZTA.7A
- (a) The Requiring Authority may submit to the Council amendments to the Outline Plan(s) or management plan(s) required under Conditions NZTA.4 and NZTA.6, provided that such amendments have been identified in the revised programme required under condition NZTA.8;
 - (b) Any amendments to the management plan(s) shall remain consistent with the overall intent of the relevant management plan;
 - (c) For the avoidance of doubt, amendments to any Outline Plan(s) or management plan(s) required under Condition NZTA.4 or NZTA.6 shall be processed under the relevant NZTA conditions and under the provisions of section 176A of the RMA in relation to those aspects of the Outline Plan(s) or management plan(s) that are amended.

Advice Note: For the avoidance of doubt, where an Outline Plan or management plan is amended in accordance with Condition NZTA.7A, any works in accordance with that amended Outline Plan or management plan (that were not in accordance with the Outline Plan or management plan prior to its amendment) shall not commence until the process under section 176A of the RMA has been completed in relation to those aspects of the Outline Plan or management plan that is being amended.

NZTA.8 In order to assist the Council with planning for staff resourcing, at least three months prior to the submission of the first Outline Plan for the Project, the Requiring Authority shall provide the Manager with a programme. The programme shall set out:

- (a) The estimated timing for undertaking all the required consultation on the development of any management plans that are required to be prepared under these conditions and/or as part of the Outline Plan (or Plans);
- (b) The estimated timing for provision of the EMMP and CEMP that are required under the regional consent conditions for Council comments, and/or the timing of provision of draft management plans (if any) for comments;
- (c) Expected response times for Council officers; and
- (d) The date proposed for the submission of the Outline Plan (or Plans).

The Requiring Authority shall give reasonable consideration to accommodating any concerns raised by the Council over the proposed timing; and

If requested by the Council, the Requiring Authority shall give reasonable consideration to extending the timeframes for processing the Outline Plan (or Plans) beyond that set out in section 176A of the Act.

Prior to commencement of construction, the Requiring Authority shall provide the Manager with a revised programme at least one month before the submission of amendments to the Outline

Plan(s) or management plan(s) required under Conditions NZTA.4 and NZTA.6.

NZTA.9 Once construction has commenced, the Requiring Authority shall provide the Manager with an updated schedule of construction activities and timing of any updates to, or further management plans, Outline Plans and/or other reports that are required to be prepared for the Project at monthly intervals throughout the construction phase of the entire Project.

NZTA.11 The following Outline Plan(s) and management plans shall be made available for public viewing at one or more of the Project site offices:

- (a) Confirmed Outline Plan(s);
- (b) Construction Environmental Management Plan (CEMP);
- (c) Construction Noise and Vibration Management Plan (CNVMP);
- (d) Construction Air Quality Management Plan (CAQMP);
- (e) Heritage Management Plan (HMP);
- (f) Construction Traffic Management Plan (CTMP); and
- (g) Landscape and Urban Design Management Plan (LUDMP).

Where practicable, electronic copies of the management plans shall be made available upon request.

Communications and Public Liaison – Construction

NZTA.12 A liaison person shall be appointed by the Requiring Authority for the duration of the construction phase of the Project to be the main and readily accessible point of contact at all times for persons affected by the construction work. The Requiring Authority shall take appropriate steps to seek to advise all affected parties of the liaison person's name and contact details. If the liaison person will not be available for any reason, an alternative person shall be nominated. The Requiring Authority shall seek to ensure that a Project contact person is available by telephone 24 hours per day/seven days per week during the construction phase of the Project.

NZTA.13 Prior to the commencement of construction and/or enabling works, the Requiring Authority shall prepare and implement a Communications Plan that sets out procedures detailing how the public will be communicated with throughout the construction period. As a minimum, the Communications Plan shall include:

- (a) Details of a contact person available on site at all times during works. Contact details shall be prominently displayed at the entrance to the site(s) so that they are clearly visible to the public at all times;
- (b) Methods to consult on and to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding residential communities, and methods to deal with concerns raised about such hours;
- (c) Methods to record concerns raised about hours of construction activities and, where practicable, methods to avoid particular times of day which have been identified as being particularly sensitive for neighbours;

- (d) Details of communications activities proposed including:
- i. Publication of a newsletter, or similar, and its proposed delivery area.
 - ii. Newspaper advertising
 - iii. Notification and consultation with individual property owners and occupiers with dwellings within 20 metres of construction activities;

The Communications Plan shall also include linkages and cross-references to methods set out in other management plans where relevant.

Complaints – Construction

NZTA.15 At all times during construction work, the Requiring Authority shall maintain a permanent record of any complaints received alleging adverse effects from, or related to, the exercise of this designation. The record shall include:

- (a) the name and address (as far as practicable) of the complainant;
- (b) identification of the nature of the complaint;
- (c) location, date and time of the complaint and of the alleged event;
- (d) weather conditions at the time of the complaint (as far as practicable), and including wind direction and approximate wind speed if the complaint relates to air quality.
- (e) the outcome of the Requiring Authority's investigation into the complaint;
- (f) measures taken to respond to the complaint; and
- (g) Any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-Project construction, fires, traffic accidents or unusually dusty conditions generally.

The Requiring Authority shall also keep a record of any remedial actions undertaken.

This record shall be maintained on site and shall be made available to the Manager and Wellington Regional Council, upon request. The Requiring Authority shall notify the Manager and Wellington Regional Council in writing of any such complaint within 5 working days of the complaint being brought to the attention of the Requiring Authority.

Archaeology and Heritage

Advice note: An authority under section 12 of the Historic Places Act will be sought prior to the commencement of construction and is also likely to require the preparation of an HMP (or an Archaeological Management Plan).

NZTA.16 An Outline Plan (or Plans) for the construction of any part of the Project located within the District or for the construction of any Project stage within the District shall include Heritage Management Plan (HMP). The HMP shall be prepared in consultation with the Council, Te Runanga o Toa Rangatira Inc and the New Zealand Historic Places Trust. Any comments and inputs received from these parties shall be clearly documented within the management plan, along with clear explanation of where any comments have not been incorporated and the reasons why.

The HMP shall include:

- (a) A map showing the area covered by the HMP;
- (d) A map showing all other known archaeological site and features located within 500 metres of the designation boundary;

All methods that will be used to manage effects of the Project on St Joseph's Church during construction including specific measures to be applied in the event of damage or likelihood of damage to the glacier windows;

- (e) The results of an up to date condition survey of St Joseph's Church undertaken not more than one month prior to submission of the Outline Plan, and a post construction condition survey not more than one month after completion of construction, so that the effects of construction can be accurately assessed;
- (f) Any heritage monitoring requirements;
- (g) Methods for reporting monitoring results to the relevant Council, New Zealand Historic Places Trust and Ngati Toa;
- (h) Procedures, stand down periods and dispute resolution processes to be applied in the event of an archaeological discovery; and
- (i) Methods for transferring any relevant information to Council and the New Zealand Historic Places Trust upon completion of works.

The HMP shall be consistent with any conditions imposed by any relevant New Zealand Historic Places Trust authority.

NZTA.19

The Requiring Authority, in consultation with, Te Runanga o Toa Rangatira Inc and the New Zealand Historic Places Trust, shall prepare an accidental discovery protocol, and provide a copy to the Council at the same time as submission of the Outline Plan. The protocol shall be implemented in the event of accidental discovery of cultural or archaeological artefacts or features during the construction of the Project. The protocol shall include, but not be limited to:

- (a) Training procedures for all contractors regarding the possible presence of cultural or archaeological sites or material, what these sites or material may look like, and the relevant provisions of the Historic Places Act 1993 if any sites or material are discovered;
- (b) Parties to be notified in the event of an accidental discovery shall include, but need not be limited to Te Runanga o Toa Rangatira Inc, the New Zealand Historic Places Trust, the WRC, the relevant District or City Council and the New Zealand Police (if koiwi are discovered);
- (c) Procedures to be undertaken in the event of an accidental discovery (these shall include immediate ceasing of all physical works in the vicinity of the discovery); and
- (d) Procedures to be undertaken before Work under this designation may recommence in the vicinity of the discovery. These shall include allowance for appropriate tikanga (protocols), recording of sites and material, recovery of any artefacts, and consulting with Te Runanga o Toa Rangatira Inc and the New Zealand Historic Places Trust prior to recommencing works in the vicinity of the discovery.

Construction Environmental Management Plan

Advice Note: The CEMP is required to be certified by the Wellington Regional Council and the relevant Territorial Authority. The CEMP is to be supplied to the Councils for an initial consultation process, and then the final document is required to be supplied for information, and display in a site office.

NZTA.20 The Requiring Authority shall, at least 20 working days prior to submitting the Construction Environmental Management Plan required by Condition NZTA.21 (and by the regional consent conditions) to the Councils for certification, submit a draft to the Councils for comment. Any comments received shall be supplied to the Wellington Regional Council and the relevant Territorial Authority when the CEMP is submitted, along with clear explanation of where any comments have not been incorporated and the reasons why.

NZTA.21 The CEMP shall confirm Project details, staging of Work, and detailed engineering design to ensure that the Project remains within the limits and standards approved on this designation and that the construction and operation activities avoid, remedy or mitigate adverse effects on the environment in accordance with the conditions imposed on this designation, and any resource consents granted to assist the Requiring Authority in constructing the Project.

The draft CEMP submitted with the application (dated July 2011) shall be used as a basis for the preparation of the CEMP. The CEMP shall provide details of the responsibilities, reporting frameworks, coordination and management required for Project quality assurance; detailed design; construction methodologies; timeframes and monitoring processes and procedures.

Advice Note: "Detailed design" and "detailed engineering design" for the purposes of meeting the requirements of this condition relates to the level of design necessary to show the physical extent and form of permanent Project works. This is to enable Councils to determine whether the permanent works are in general accordance with the designations and the resource consents for the Project while also addressing their respective conditions.

A CEMP shall include but need not be limited to:

(1) *Quality Assurance*

A Quality Assurance section which shall include management frameworks, systems and procedures for quality management of all on-site activities and compliance with the conditions imposed on this designation and any resource consents granted to assist the Requiring Authority in constructing the Project. Among other matters this section shall provide details of the following:

- (a) Name, qualifications, relevant experience and contact details of an appropriately qualified and experienced project manager, who shall be responsible for overseeing compliance with the CEMP;
- (b) Names, qualifications, relevant experience, and methods for contacting principal staff employed on the relevant part of the Project, along with details of their roles and responsibilities;
- (c) Methods and systems to inform and train all persons working on site of potential environmental issues and how to comply with conditions of the consent;
- (d) Systems and processes whereby the public are informed of contact details of the project

manager and principal staff identified above;

- (e) Liaison procedures with the Council; and
- (f) Communication protocols.

(2) *Site Management*

The Site Management section of the CEMP shall detail procedures to manage the relevant part of the Project throughout the entire construction process in a safe manner. Among other matters, this section shall provide details of the following:

- (a) Details of the site access for all Work associated with construction of the part of the Project;
- (b) Measures to be adopted to maintain the site in a tidy condition in terms of disposal/storage of rubbish, storage and unloading of building materials and similar construction activities;
- (c) Location of workers' conveniences (e.g. portaloos);
- (d) Procedures for controlling sediment run-off into the watercourses/streams, dust and the removal of soil, debris and construction materials from the watercourses/streams and riparian margins (including identifying the location of wheel wash facilities);
- (e) A contingency plan in the event that there is any unconsented discharge to watercourses/streams;
- (f) Details of the storage of fuels and lubricants (which shall require that storage be bunded or contained in such a manner so as to prevent the discharge of contaminants from spillages);
- (g) Details of the proposed maintenance of machinery and plant to minimise the potential for leakage of fuels and lubricants;
- (h) Location of vehicle and construction machinery access and storage during the period of site works;
- (i) Procedures for thoroughly cleaning all machinery of unwanted vegetation (e.g. weeds), seeds or contaminants prior to entering the site and any other methods to avoid the introduction or spread of unwanted weeds or pests;
- (j) Methods for the clear identification and marking of the construction zones including those which extend into watercourses;
- (k) A methodology that prescribes the extent to which machinery can operate in the vicinity of watercourses so as to minimise disruption and damage to the watercourses and associated vegetation;
- (l) Methods to manage public health and safety during the construction works, and notification to the public of temporary access restrictions to the immediate works area during the staged construction;
- (m) Confirmation that no equipment or machinery will be cleaned, or refuelled in any part of any watercourses/streams, except as otherwise specifically provided for in the CEMP or an SSEMP; and
- (n) Procedures for removing all contaminants (e.g. fuel, hydraulic oils, lubricants etc) from the

site at the end of the construction period, except for those required for ongoing maintenance of the road and operational activities.

(3) *Construction Programme and Methodology*

A Construction Programme which shall include a programme of works that seeks to enable the relevant part of the Project to be constructed in a manner that is timely, adequately co-ordinated and manages the adverse effects of construction on the environment. This section shall, among other matters, provide details on the following:

- (a) A detailed staging programme and anticipated timetable for construction works during the relevant part of the Project; and
- (b) A methodology to identify how earthworks will be staged during the relevant part of the Project to manage the effects of the Project on the Pauatahanui Inlet.

(4) *Layout Drawings*

Drawings showing the proposed layout of the carriageway design and footprint, construction yards and compounds, including associated buildings, fencing and site accesses. The layout drawings shall, as far as practicable, show the location of the following:

- (a) The main access to the construction yards which shall be located as far away as practicable from residential dwellings;
- (b) Noisy construction activities which shall be located as far away as practicable from residential dwellings; and
- (c) Temporary acoustic fences and visual barriers.

Traffic Management and Roading – Construction

NZTA.22 An Outline Plan (or Plans) for the construction of any part of the Project located within the District or for the construction of any Project stage within the District shall include a Construction Traffic Management Plan (CTMP). The CTMP submitted with the application (dated May 2011) shall be updated and used as a basis for developing and finalising this plan.

This CTMP shall address the following:

- (a) The staging of the works, including details of any proposals to work on multiple sections of the Project route concurrently;
- (b) Details of construction yard access points where they gain access directly from a local road;
- (c) A general methodology for selecting detour routes;
- (d) The potential effects on the detour routes selected and how these will be managed to seek to ensure safety for all road users; and
- (e) A process for the submission of Site Specific Traffic Management Plans.

NZTA.23 The CTMP shall be prepared in consultation with the Council's Road Asset Manager (or their nominee(s)), and this consultation shall commence at least 20 working days prior to submission of the Outline Plan using a draft plan as a starting point for discussions.

Any comments and inputs received shall be clearly documented within the management plan, along with clear explanation of where any comments have not been incorporated and the reasons why.

- NZTA.26 A copy of the CTMP shall be provided to the Road Asset Manager at least 20 working days prior to commencement of construction of any part of the Project within the District.
- NZTA.27 The CTMP shall contain a section setting out methods to manage the construction traffic effects of the harvesting of plantation forestry as part of the enabling works for the Project. These methods shall include but not be limited to:
- (a) Traffic and access considerations;
 - (b) Methods to manage effects on the amenity of surrounding residential neighbourhoods including hours of operation and number of heavy vehicle movements per day;
 - (c) The areas to be cleared at any one time; and
 - (d) Methods to maintain the quality of local roads used as access routes.
- NZTA.28 1. Site Specific Traffic Management Plans (SSTMPs) shall be prepared following consultation with the following key stakeholders:
- (a) The Council;
 - (b) Emergency services (police, fire and ambulance).
 - (c) Schools and childcare centres with frontage or access to roads within which works in relation to the relevant part of the Project will take place.
2. The SSTMPs shall be provided to the Manager at least 5 working days for a “minor” SSTMP and at least 10 working days for a “major” SSTMP prior to the commencement of work in that area for certification that:
- a) They are consistent with the CTMP
 - b) Consultation has been undertaken with key stakeholders; and
 - c) That all the details required under this condition are shown, along with any other matters relevant to managing the effects of construction traffic.
3. The SSTMP shall describe the measures that will be taken to manage the traffic effects associated with the construction of specific parts of the Project prior to construction of the relevant part(s) of the Project commencing.
- In particular SSTMPs shall describe:
- (a) How it is consistent with the CTMP;
 - (b) Temporary traffic management measures required to manage impacts on road users during proposed working hours;
 - (c) Delay calculations associated with the proposed closure/s and detour routes;
 - (d) The capacity of any proposed detour route(s) and their ability to carry the additional traffic

volumes and any known safety issues associated with the detour route, including any mitigation measures the Requiring Authority proposes to put in place to address any identified safety issues;

- (e) Individual traffic management plans for intersections of the proposed Project with arterial roads;
- (f) Measures to maintain, where practicable, existing vehicle access to adjacent properties and businesses;
- (g) Measures to maintain, where practicable, safe and clearly identified pedestrian and cyclist access on roads and footpaths adjacent to the construction works. Where detours are necessary to provide such access the Requiring Authority shall provide for the shortest and most convenient detours, which it is reasonably practicable to provide, having regard to safety;
- (h) Any proposed temporary changes in speed limit;
- (i) Provision for safe and efficient access of construction vehicles to and from construction site(s); and
- (j) The measures that will be undertaken by the Requiring Authority to communicate traffic management measures to affected road users and stakeholders.

5. For the purposes of this condition, a “minor” SSTMP shall be defined as involving works of 5 or less days in duration, and a “major” SSTMP shall be defined as involving works of more than 5 days in duration.

- NZTA.29 The CTMP and SSTMP(s) shall be consistent with the version of the NZ Transport Agency Code of Practice for Temporary Traffic Management (COPTTM) which applies at the time the CTMP or the relevant SSTMP is prepared.
- NZTA.30 The CTMP and SSTMP(s) shall undergo an independent safety and traffic operational review, by a suitably qualified independent party, prior to being submitted to the Council.
- NZTA.31 The Requiring Authority shall carry out random auditing of temporary road closure/s in accordance with COPTTM at regular intervals throughout the construction of the Project. The intervals shall be stated in the CTMP.
- NZTA.32 Prior to the commencement of any part of the Project, or any enabling works within the District, the Requiring Authority shall undertake a pre-construction condition survey of the carriageway/s along those local roads affected by the Project for which the Council is the road controlling authority and submit it to the Manager and the Roading Asset Manager. The condition survey shall consist of a photographic or video record of the carriageway, and shall include roughness, rutting defects and surface condition.
- NZTA.33 The Requiring Authority shall, carry out regular inspections of the road networks affected by the Project during construction, to ensure that all potholes and other damage resulting from the construction of the Project are repaired as soon as practicable.
- NZTA.33A The Requiring Authority shall ensure that procedures are adopted to prevent the deposition of slurry, clay or other materials on the roads by vehicles leaving the site where such material is liable to cause a nuisance or hazard. Procedures shall include but not be limited to use of an on-site wheel wash.

NZTA.34 As soon as practicable following completion of construction of the Project the Requiring Authority shall, at its expense, conduct a post-construction condition survey of the road network affected by the Project. The results of the pre and post construction surveys will be compared and where necessary, the Requiring Authority shall at its expense arrange for repair of any damage to the carriageways and footpaths (and associated road components), for which the Council is the road controlling authority, where that damage has resulted from the impacts of construction of the Project. Any repairs shall be undertaken to the satisfaction of the Road Controlling Authority.

Construction Noise and Vibration Management

NZTA.35 An Outline Plan (or Plans) for the construction of any part of the Project located within the District or for the construction of any Project stage within the District shall include a Construction Noise and Vibration Management Plan (CNVMP) that shall:

1. Be generally consistent with the draft CNVMP submitted with the application (dated July 2011);
2. Demonstrate that appropriate consultation has been undertaken with parties listed in Condition NZTA.37; and
3. Address all the matters listed in condition NZTA.36.

The CNVMP shall be prepared in consultation with the Council, and this consultation shall commence at least 20 working days prior to submission of the Outline Plan using a draft plan as a starting point for discussions. Any comments and inputs received from the Council shall be clearly documented within the management plan, along with clear explanation of where any comments have not been incorporated and the reasons why.

NZTA.36 The CNVMP shall:

- (a) Be prepared by a suitably qualified acoustics specialist;
- (b) Include specific details relating to methods for the control of noise associated with all relevant Project construction works, which shall be formulated to, as far as practicable, comply with the following criteria in accordance with NZS 6803:1999:

| Day | Time | L _{Aeq(15 min)} | L _{AFmax} |
|----------|---------------|--------------------------|--------------------|
| Weekdays | 0630h - 0730h | 55 dB | 75 dB |
| | 0730h - 1800h | 70 dB | 85 dB |
| | 1800h - 2000h | 65 dB | 80 dB |
| | 2000h - 0630h | 45 dB | 75 dB |
| Saturday | 0630h - 0730h | 45 dB | 75 dB |
| | 0730h - 1800h | 70 dB | 85 dB |
| | 1800h - 2000h | 45 dB | 75 dB |
| | 2000h - 0630h | 45 dB | 75 dB |

| | | | |
|-----------------|---------------|-------|-------|
| Sundays and | 0630h - 0730h | 45 dB | 75 dB |
| Public Holidays | 0730h - 1800h | 55 dB | 85 dB |
| | 1800h - 2000h | 45 dB | 75 dB |
| holidays | 2000h - 0630h | 45 dB | 75 dB |

- (c) Address the following aspects with regard to managing the adverse effects of construction noise:
- i. Noise sources, including machinery, equipment and construction techniques to be used;
 - ii. Predicted construction noise levels;
 - iii. Hours of operation, including times and days when noisy construction work and blasting would occur;
 - iv. The identification of activities and locations where structural noise mitigation measures such as temporary barriers or enclosures may be used;
 - v. Details of which road-traffic noise mitigation options will be implemented early to also mitigate construction noise;
 - vi. The measures that will be undertaken by the Requiring Authority to communicate noise management measures to affected stakeholders;
 - vii. Mitigation options, including alternative strategies where full compliance with the noise criteria set out in the table above cannot practicably be achieved;
 - viii. Schedules containing information specific to each area of the site where this is relevant to managing construction noise and vibration effects;
 - ix. Methods for monitoring and reporting on construction noise; and
 - x. Include specific details relating to methods for the control of vibration and airblast associated with all relevant Project construction works, which shall be formulated to, as far as practicable, comply with the Category A criteria in the following table, measured in accordance with ISO 4866:2010 and AS 2187-2:2006:

| Receiver | Details | Category A | Category B |
|------------------------|---|--------------|-------------|
| Occupied dwellings | Night-time 2000h - 0630h (transient vibration) | 0.3 mm/s ppv | 1 mm/s ppv |
| | Daytime 0630h - 2000h | 1 mm/s ppv | 5 mm/s ppv |
| All occupied buildings | Daytime blasting | 5 mm/s ppv | 10 mm/s ppv |

| | | | |
|---------------|---|---------------------------|--------------------------------------|
| | – vibration | 120 dB L _{Zpeak} | - |
| | – airblast | | |
| All buildings | Vibration – transient (including blasting) | 5 mm/s ppv | BS 5228-2 Table B.2 |
| | Vibration - continuous | | BS 5228-2 50% of Table B.2 values |
| | Airblast | - | 133 dB L _{Zpeak} |

- (d) Describe the measures to be adopted in relation to managing construction vibration including:
- i. Identification of vibration sources, including machinery, equipment and construction techniques to be used;
 - ii. Identification of procedures for building condition surveys at locations close to activities generating significant vibration, prior to and after completion of the works (including all buildings predicted to experience vibration which exceeds the Category A vibration criteria);
 - iii. Procedures for management of vibration, if measured or predicted vibration and airblast levels exceed the Category A criteria;
 - iv. Procedures for approval by the Council and continuous monitoring of vibration levels and effects by suitably qualified experts if measured or predicted vibration and airblast levels exceed the Category B criteria; and
 - v. The measures that will be undertaken by the Requiring Authority to communicate vibration management measures to affected stakeholders.

Construction Air Quality (including Dust) Management

NZTA.39 An Outline Plan (or Plans) shall include a Construction Air Quality (Dust) Management Plan (CAQMP) that:

- a) Shall be consistent with the draft CAQMP submitted with the application (dated March 2011); and
- b) Shall demonstrate how Conditions NZTA.40 and NZTA.41 will be met

The CAQMP shall be prepared in consultation with the Council, and this consultation shall commence at least 20 working days prior to submission of the Outline Plan using a draft plan as a starting point for discussions. Any comments and inputs received from the Council shall be clearly documented within the management plan, along with clear explanation of where any comments have not been incorporated and the reasons why.

NZTA.40 The CAQMP shall provide a methodology for managing the effects of dust from construction

activities occurring at the site, and shall, as a minimum include:

- (a) Identification and implementation of dust suppression measures appropriate to the environment in which the works are located, and the sensitivity of nearby receptors; and
- (b) Identification of contingency measures to address identified and verified adverse effects on sensitive receptors. Contingency measures may include options such as:
 - i. Cleaning of water tanks and replenishment of water supplies;
 - ii. Cleaning of houses; and
 - iii. Cleaning of other buildings and infrastructure.

NZTA.41 The CAQMP shall include a process for advising and consulting with the owners and/or occupiers of any residential property where construction activities that have the potential to generate dust will be undertaken within 100 metres of a residential dwelling on that land. The advice and consultation process shall be undertaken at least 20 working days prior to commencement of the works. The Requiring Authority shall manage construction activities as far as it is practicable to be in accordance with the methods discussed with the consulted property owners and occupiers.

The CAQMP shall set out how any issues raised in consultation with the owners and occupiers of the properties listed above have been incorporated, and where they have not, the reasons why.

Construction Lighting

NZTA.41A The requiring authority shall implement procedures at all times during construction to manage lightspill (if any) to residential properties from any night lighting that is required on the site.

Landscape and Urban Design

NZTA.42 An Outline Plan (or Plans) for the construction of any part of the Project located within the district or for the construction of any project stage within the district shall include a Landscape and Urban Design Management Plan (LUDMP) for the relevant part of the Project. The purpose of the LUDMP is to integrate the Project's permanent works into the surrounding landscape and urban design context.

The LUDMP(s) shall be prepared in consultation with:

- Te Runanga o Toa Rangatira Inc;
- Living Streets Aotearoa;
- Mana Cycle Group; and
- The Council.

This consultation shall commence at least 30 working days prior to submission of the Outline Plan. Any comments and inputs received from the parties listed above shall be clearly documented within management plan, along with clear explanation of where any comments have not been incorporated and the reasons why.

The LUDMP(s) shall be Certified by Wellington Regional Council in relation to their statutory

functions including but not limited to:

b) where there is an interrelationship with site specific plans required to be certified by Wellington Regional Council such as but not limited to the Revegetation and Enrichment Plan (G.24)

NZTA.43 The LUDMP shall be prepared by suitably qualified persons who shall include a landscape architect and an urban designer, and shall implement:

- (a) the Landscape plans submitted with the applications numbered LA01-LA21;
- (b) the Transmission Gully Urban and Landscape Design Framework (ULDF) (dated August 2011) and in particular the design principles set out in this document; and
- (c) the Ecological Management and Monitoring Plan (EMMP) required to be certified under the Regional Resource Consent conditions.

and shall be prepared in accordance with:

- (d) Transit New Zealand's Guidelines for Highway Landscaping (dated September 2002) – or any subsequent updated version;
- (e) Transit New Zealand's "Urban Design Implementation Principles (2006)" – or any subsequent updated version; and
- (f) AUSTROADS standards where these are relevant to pedestrian and cycle paths.

NZTA.44 In order to confirm that the LUDMP is consistent with the landscape restoration components in the EMMP required under the Regional Resource Consents, the EMMP certified only in respect of its landscape restoration components shall be supplied to the relevant Territorial Authority for information at the same time as submitting the LUDMP with the Outline Plan.

NZTA.45 The LUDMP(s) shall provide for integration of the Project's permanent works into the surrounding landscape including;

- (a) Input into the design of earthworks contouring including cut and fill batters, benching, and spoil disposal sites;
- (b) Input into the appearance of all major structures, including bridges, RSE batters, MSE walls, noise barriers, drainage structures;
- (c) The provision of guidelines for the suite of highway furniture such as barriers, gantries, sign posts, lighting standards, etc.,
- (d) Input into the appearance of stream diversions and permanent stormwater control ponds;
- (e) Identification of required landscape mitigation planting;
- (f) Identification of visual mitigation planting required within the land acquired for the Project which mitigate the effects of the Project on properties in the vicinity of the alignment; and
- (g) Coordination of landscape works with ecology works.

NZTA.46 The LUDMP(s) shall include but not be limited to the following:

- (a) Demonstration of how the design principles in the ULDF have been adhered to in the

development of the design concepts, including (but not limited to) principles for noise walls, boundary walls and structures (including bridges, underpasses and associated retaining walls) which are identified in the ULDF as being in highly sensitive locations;

- (c) Demonstration of an engineer, ecologist and landscape architect working together to design the final shape and re-vegetation for batters, earthworks and rock cuts and their associated works during the detailed design process;
- (d) A Concept Plan/Report – this shall depict the overall landscape and urban design concept, and provide a framework for the design intent, layout and mitigation proposals.
- (e) Landscape Design Details – these shall include the following details:
- i. Identification of vegetation to be retained, including retention of as many as practicable of the stand of pine trees at the southern boundary of the Linden construction site yard, and the plantation on the northern side of the yard;
 - ii. Identification and protection measures for vegetation to be retained, and planting to be established along cleared edges;
 - iii. Proposed planting including plant species, plant/grass mixes, spacing/densities, sizes (at the time of planting) and layout and planting methods including trials;
 - iv. Planting programme – the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each stage of the Project;
 - v. Detailed specifications relating to (but not limited to) the following:
 - Vegetation protection (for desirable vegetation to be retained);
 - Weed control and clearance;
 - Pest animal management;
 - Ground preparation (topsoiling and decompaction to provide for rapid plant establishment and ongoing vigour);
 - Mulching; and
 - Plant supply and planting, including hydroseeding and grassing - which shall require:
 1. Any planting to reflect the natural plant associations of the area;
 2. Where practicable, the use of mixes of plants which are of a suitable richness and diversity to encourage self-sustainability once established; and
 3. Any native plants to, so far as practicable, be genetically sourced from the relevant Ecological District;
 - vi. A maintenance regime including monitoring and reporting requirements, which is to

- apply for the three years following that planting being undertaken;
- vii. Landscape treatment for noise barriers;
- viii. Landscape treatment for any pedestrian and cycle facilities;
- ix. Consideration of:
- The landscape character of the area;
 - The integration of the works into the natural environment, including streams;
 - Crime Prevention Through Environmental Design (CPTED) principles in urban areas.
- (e) Specific landscape design details for the Linden site compound. These shall include the following:
- i. Protection of the row of trees on the south-east boundary of the Linden site compound (on the uphill side);
 - ii. Riparian planting along the watercourse adjacent to the Linden site compound to help soften/screen the culvert and embankment;
 - iii. Reinstatement of planting in the vicinity of the Linden site compound following completion of construction, including new and replacement planting adjacent to the alignment.
- (f) Specific landscape design details for the State Highway 58 site compound shall include details of early planting to be undertaken for the purpose of screening the compound during construction;
- (fa) The specific identification of other Project areas where detailed landscape or urban design needs to be developed in conjunction with the detailed engineering design process; and, subsequently, the specific landscape or urban design details for these identified Project areas where the provisions of NZTA.6B and NZTA.7A would apply;
- (fb) *(this condition pertains to K0408)*
- (fc) *(this condition pertains to K0408)*
- (fd) Identification of existing vegetation within the area between Bridge 27 and Wall Park through to 86 Tremewan Street and specific details regarding the retention of this existing planting to the extent practicable during construction, and the intended measures to ensure its ongoing management, to provide short and long-term visual screening. The LUDMP should also include planting and ongoing management details of early, advanced grade, fast growing exotic and native species in this area to provide effective immediate and longer term screening of Bridge 27 and its associated works.
- (g) The merge (where the Main Alignment meets State Highway 1) at Linden shall be designed to, as far as practicable, maximise the distance between the Collins Avenue bridge and residential properties on Little Collins Street (including 55 Collins Avenue) and to try to avoid the need to realign the carriageway of Little Collins Street (except as provided below). This may be achieved by reducing the width of the Little Collins Bridge (including by shifting the

location of the merge lanes of State Highway 1 with Transmission Gully Main Alignment further to the north) but in so doing shall not seek to shift the western extent of the works any further to the west than shown on the application drawings;

(h) The owners and occupiers of all properties in Little Collins Street (including 55 Collins Avenue) shall be consulted prior to finalising the design (of the alignment in this location). The design shall have regard to:

- iv. provision of landscaping within/along Little Collins Street adjacent to State Highway 1 to provide visual screening and to minimise opportunities for graffiti
- v. realignment of Little Collins Street as part of the Collins Avenue bridge works, to provide better opportunities for landscape planting on Little Collins Street; and
- vi. noise barriers on the bridge abutments that seek to reduce visual effects of the Project.

(i) All planting works shall be undertaken in accordance with accepted horticultural practice.

NZTA.49 Prior to the Requiring Authority undertaking any planting provided for in the LUDMP and throughout the ensuing landscaping maintenance period, all weed species declared as plant pests and animal pests, including stock, in the Wellington Region by the Wellington Regional Pest Management Strategy shall be controlled and removed from the site of any planting undertaken pursuant to the LUDMP which is located on:

- (a) Land declared to be motorway or limited access road;
- (b) Any Crown land held for roading or motorway purposes for the Project and which the Requiring Authority administers; or
- (c) Any other land, e.g. private land and local authority owned land, in relation to which the Requiring Authority has appropriate property rights which allow it to lawfully undertake such weed removal.

NZTA.50 The planting identified in a LUDMP shall be implemented in accordance with the LUDMP within the first planting season following the completion of the construction works in each Project stage to which the LUDMP relates, providing climatic conditions are suitable; otherwise at the first practicable opportunity thereafter.

Ecology

NZTA.51 As part of the detailed design for the Project, in order to minimise the extent of effects on any area of natural vegetation, freshwater ecosystem or habitat of indigenous flora and fauna located within the designation, the Requiring Authority shall engage a suitably qualified ecologist to:

- Confirm the extent of any valued natural areas as specified in the Wellington Conservation Management Strategy 1996, RPS, Regional or District Plans; and
- Prepare maps identifying all those areas which meet the definitions in (a), with information on their relative values. The maps shall be completed as part of detailed design and shall inform any design changes that result in the extent of works varying from the footprint provided in the application drawings.

(a) For the purposes of this condition, natural vegetation, freshwater ecosystems and habitats

shall include:

- i. Forest and shrublands
- ii. Seral scrub
- iii. Banks with predominantly indigenous vegetation (including non-vascular vegetation)
- iv. Wetlands
- v. Streams
- vi. Boulderfields and scree

(c) The extent of adverse effects shall be minimised by, as a minimum:

- Developing detailed designs which avoid or minimise the extent of effect on areas identified under (b) above as far as practicable
- Developing mechanisms to ensure that the areas, or parts of areas, to be avoided are clearly marked on the ground (e.g. through fences) and that contractors are required to avoid them
- For those areas which cannot be avoided, but where complete loss of the ecosystem, vegetation or habitat is not required, developing mechanisms to reduce the impact on the area as far as practicable

Note: The Site Specific Environmental Management Plans that are required to be prepared under the resource consents are required include a map of any key areas or features that are required to be avoided or otherwise protected during construction, and shall include those areas identified under this condition as being retained.

NZTA.52 In order to demonstrate compliance with Condition NZTA.51, the Requiring Authority shall submit a report to the Council at the same time as the Outline Plan. The report shall be prepared with inputs from a suitably qualified roading design engineer and an ecologist and shall set out how the design process incorporated the requirements of Condition NZTA.51.

NZTA.53 The Requiring Authority shall undertake works necessary to ensure that a combined total of at least 534ha of land is dedicated to the active or passive restoration of vegetation and associated ongoing management which shall be comprised of the following components:

- (a) Approximately 319ha comprising land retired from farming to allow natural regeneration;
- (b) Approximately 106ha comprising pioneer shrubland that will be retired, restored or undergo enrichment planting to direct succession toward coastal lowland podocarp broadleaved forest appropriate for the site;
- (c) Approximately 109ha comprising grassed slopes, and river flats and stream banks in pasture will be retired and undergo revegetation to commence successions necessary to develop into coastal lowland podocarp broadleaved forest appropriate for the site; and

these areas shall closely correspond to the maps entitled "Proposed Mitigation Sites and Treatments" unless otherwise agreed with the Manager, and shall be managed in accordance

with the actions set out the attached Schedule D.

Within the above areas, at least 26,500 linear metres of stream mitigation including enriching riparian habitat and enhancing fish passage shall be achieved.

The mechanisms to achieve protection of the above land shall be set out within the EMMP and shall manage:

- (d) the felling, removal, burning or taking of any native trees, shrubs or plants or native fauna
- (e) planting of trees, shrubs or plants with a preference for specimens sourced from the ecological district within which the land is situated;
- (f) introduction of any noxious substance or substance otherwise injurious to plant life except in the control of pests;
- (g) access by stock by providing and maintaining fences and gates except when the provisions of the Fencing Act 1978 apply;
- (h) require the control of deer, goats, pigs, and weeds to levels that are necessary to achieve the conditions imposed on the relevant designation and associated consents, and to prevent significant loss of existing natural values; and
- (i) all weeds and pests in the land to the extent required by any statute and in particular comply with the provisions of, and any notices given under the Biosecurity Act 1993 and the Wild Animal Control Act 1977.

NZTA.55 The Requiring Authority shall use its best endeavours to procure from the Crown the entering into of appropriate covenants and/or encumbrances (or similar legal mechanism) to ensure that, regardless of any future ownership/tenure changes, the areas of land required for retirement and revegetation planting specified in condition NZTA.53 which are held or acquired by the Crown for the Project are protected in a manner that achieves at least the area of land retirement and revegetation planting specified in Condition NZTA.53 in perpetuity, and shall upon request from the Council report progress on these best endeavours.

The Requiring Authority shall not:

- Take active steps for the sale of any of the land required for land retirement and/or revegetation planting as identified in the maps entitled “proposed Mitigation Sites and Treatments” until an appropriate covenant and/or encumbrance (or similar legal mechanism) is registered against each relevant title; and
- Open the Main Alignment for use by the public unless an appropriate covenant and/or encumbrance (or similar legal mechanism) has been registered against all the land required for land retirement and/or revegetation planting which is not subject to this designation.

NZTA.56 The Requiring Authority shall, at the same time as it provides the CEMP to the Regional Council, submit a programme to the Manager setting out:

- (a) how and when the 534ha of land required to be dedicated to the active or passive restoration of vegetation and associated ongoing management will be set aside for those purposes;

- (b) a programme for implementation of the required enrichment planting and revegetation;
- (c) a programme for maintenance, monitoring and measuring success; and
- (d) the approximate time at which the protective covenant or similar mechanism will formally take effect.

Existing Network Utilities

- NZTA.57 Prior to the commencement of construction, the Requiring Authority shall prepare a Network Utilities Management Plan (NUMP). The Requiring Authority shall adhere to the relevant requirements of the NUMP at all appropriate times during the construction of the Project. The purpose of the NUMP shall be to ensure that the enabling works, design and construction of the Project adequately take account of, and include measures to address, the safety, integrity, protection or, where necessary, relocation of, existing network utilities.
- NZTA.58 A copy of the NUMP shall be submitted to the Manager for certification at least 10 working days prior to the commencement of any enabling or construction works on any part of the Project located within the District. The purpose of the certification process is:
1. to confirm that the appropriate liaison with infrastructure providers has occurred and that their concerns have been taken into account where appropriate; and
 2. that the NUMP conditions NZTA.59 to NZTA.70 have been appropriately addressed.
- NZTA.59 The NUMP shall include, but need not be limited to, the following matters:
- (a) The methods the Requiring Authority will use to liaise with all infrastructure providers who have existing network utilities that are directly affected by, or located in close proximity to, the part of the Project in the District including the process for:
 - i. Network utility provider approval of proposed works on their utilities; process for obtaining any supplementary authorisations (e.g. easements and/or resource consents; and
 - ii. Protocols for inspection and final approval of works by network utility providers.
 - (b) The methods the Requiring Authority will use to enable infrastructure providers to access existing network utilities for maintenance at all reasonable times, and to access existing network utilities for emergency works at all times, whilst construction activities associated with the Project are occurring.
 - (c) The methods the Requiring Authority will use to seek to ensure that all construction personnel, including contractors, are aware of the presence and location of the various existing network utilities which traverse, or are in close proximity to, the part of the Project in the District, and the restrictions in place in relation to those existing network utilities. This shall include plans identifying the locations of the existing network utilities and appropriate physical indicators on the ground showing specific surveyed locations.
 - (d) How the Requiring Authority will meet the costs of any Project-related works that are required in order to protect, relocate and/or reinstate existing network utilities. Such methods shall be consistent with the provisions of the Gas Act 1992, the Electricity Act 1992 and the Telecommunications Act 2001.

- NZTA.60 The NUMP shall be prepared in consultation with the relevant infrastructure providers who have existing network utilities that are directly affected by the Project and, in addition to the matters listed in Condition NZTA.59, shall include:
- (a) Measures to be used to accurately identify the location of existing network utilities,
 - (b) Measures for the protection, relocation and/or reinstatement of existing network utilities;
 - (c) Measures to seek to ensure the continued operation and supply of essential infrastructure services which may include, but not be limited to, any new or relocated gas pipes being made operational prior to the termination of existing gas lines;
 - (d) Measures to seek to ensure the continued operation and supply of essential services, including bulk water
 - (e) Measures to provide for the safe operation of plant and equipment, and the safety of workers, in proximity to live existing network utilities;
 - (f) Measures to manage potential induction hazards to existing network utilities;
 - (g) Earthworks management (including depth and extent of earthworks), for earthworks in close proximity to existing network utility;
 - (h) Vibration management for works in close proximity to existing network utility;
 - (i) Emergency management procedures in the event of any emergency involving existing network utilities;
 - (j) As built drawings showing the relationship of the relocated utility to the Main Alignment shall be provided to utility owners within three months of completion of the utility relocation; and
 - (k) Provision, both physical and legal, shall be made for future maintenance access to utilities to a standard at least equivalent to that currently existing.
- NZTA.61 Prior to the commencement of construction, the Requiring Authority shall, as part of the NUMP, seek to ensure that the operation and maintenance of the Project does not unduly constrain access to existing and/or relocated network utilities for maintenance purposes on an ongoing basis.
- NZTA.62 Prior to the commencement of construction, the Requiring Authority shall, accurately locate the assets of Powerco on the following properties and, if requested by Powerco, physically peg out the extent of the designation boundary on these individually affected properties:
- Road reserve at Kenepuru Drive adjacent to 34 Kenepuru Drive (Sec 1 SO 36948)
- NZTA.64 The Requiring Authority shall give reasonable notice and make reasonable endeavors to:
- (a) Liaise with all relevant network utility operators in relation to any part of the works within the designation where their infrastructure may be affected; and
 - (b) Make reasonable and relevant changes requested by such network utility operators, to the relevant design plans and methodologies, to ensure that access to, maintenance and the operation of all network utility infrastructure within the designated area is not adversely affected.

Transpower Specific Conditions (part of a separate agreement between NZTA and Transpower New Zealand Limited)

Advice Note: Transpower conditions apply to NoR1, NoR 2, NoR 3 and NoR 4

- NZTA.65 To avoid interruptions to supply, or adverse effects on Transpower New Zealand Limited's network utility infrastructure, the Requiring Authority shall, subject only to reasonable planned interruption:
- (a) Protect the utility from any activity which may interfere with the proper functioning of the services; and
 - (b) Seek to relocate it to the same or a similar standard (including property rights) as the operator currently has
- NZTA.66 All works or activities associated with the project and ancillary roads and activities shall be designed and undertaken to comply with the Code of Practice for Electrical Safety Distances 2001 (NZECP 34:2001). In this regard, the Requiring Authority shall liaise with Transpower New Zealand Limited during the design of the Project. All works shall to be designed to ensure the adequate protection of existing transmission lines from any potential adverse effects associated with the construction and operation of the roads within the designation (eg the provision of vehicle collision barriers where necessary). For completeness, NZEC 34:2001 includes the following requirements:
- a) All machinery and mobile plant operated within the designated area shall maintain a minimum clearance distance of 4 metres from all transmission lines located within that area.
 - b) With reference to NZECP 34:2001 Figure 1, in the case of any pole supporting any conductor, no person shall excavate or otherwise interfere with any land:
 - i. at a depth greater than 300mm within 2.2 metres of the outer edge of the visible foundations of the tower; or
 - ii. at a depth greater than 750mm, between 2.2 metres and 5 metres of the outer edge of the visible foundation of the tower; or
 - iii. in such a way as to create an unstable batter.
 - c) With reference to NZECP 34:2001 Figure 2, in the case of any tower (pylon) supporting any conductor, no person shall excavate or otherwise interfere with any land:
 - iv. at a depth greater than 300mm within 6 metres of the outer edge of the visible foundations of the tower; or
 - v. at a depth greater than 3 metres, between 6 metres and 12 metres of the outer edge of the visible foundation of the tower; or
 - vi. in such a way as to create an unstable batter.
 - d) In accordance with Section 4 of the NZECP 34:2001 no material shall be deposited (either permanent or temporarily) under or near any National Grid transmission line without the prior approval of Transpower New Zealand Limited. This is to ensure the safe NZECP 34:2001 (Table 4) separation distances from the lines are always maintained.

All the above requirements shall apply unless prior written approval is given by Transpower New

Zealand Limited.

- NZTA.67 If compliance with the Code of Practice for Electrical Safety Distances NZECP (34:2001) cannot be achieved, the Requiring Authority shall consult with Transpower New Zealand Limited who will identify acceptable alternative options, including and if necessary relocate or alter the existing transmission structures to achieve compliance.
- NZTA.68 The Requiring Authority shall ensure that existing access arrangements to Transpower New Zealand Limited's existing works are retained where practicable. Where the requiring authority requires or causes a change in access arrangements, alternative arrangements shall be provided, in consultation with Transpower New Zealand Limited that provides safe four wheel drive 24 hour access to the tower base during the construction period or other options that will enable Transpower to undertake necessary works. Once construction has been completed, the maintenance of access tracks shall be the responsibility of Transpower New Zealand Limited.
- NZTA.69 All trees and vegetation planted shall be selected and located to ensure that no part of any tree (when mature) will encroach within a (4) metre clearance from transmission line conductors. The 4 metre clearance relates to vertical, horizontal and felling distance clearances and shall take account of the maximum conductor swing and sag.
- NZTA.70 The Requiring Authority shall ensure that the discharge of contaminants to air from the site during construction of the Project does not create any dust hazard or nuisance to the transmission assets managed by Transpower New Zealand Limited. The Requiring Authority shall produce, in consultation with Transpower New Zealand Limited, as part of the Construction Management Plan, measures to identify how those potential dust effects will be managed around the transmission network.

Operational Noise

- NZTA.71 For the purposes of Conditions NZTA.71 - NZTA.81 the following terms will have the following meanings:
- (a) Acoustics Assessment – means the Acoustics Assessment report submitted as part of the AEE for this Project.
 - (b) BPO – means Best Practicable Option.
 - (c) Building-Modification Mitigation – has the same meaning as in NZS 6806:2010.
 - (d) Habitable space – has the same meaning as in NZS 6806:2010.
 - (e) Noise Criteria Categories – means the groups of preference for time-averaged sound levels established in accordance with NZS 6806:2010 when determining the BPO mitigation option, ie Category A – primary noise criterion, Category B - secondary noise criterion and Category C – internal noise criterion.
 - (f) NZS 6806:2010 – means NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads.
 - (g) PPFs – means the premises and facilities identified in green, yellow or red in the Acoustics Assessment and 75B Paremata-Haywards Road and 75E Paremata-Haywards Road.
 - (h) Structural Mitigation – has the same meaning as in NZS 6806:2010

- (i) New road – has the same meaning as in NZS 6806:2010
- (j) Altered road – has the same meaning as in NZS 6806:2010
- NZTA.72 The Requiring Authority shall implement the road-traffic noise mitigation measures identified as the “Selected Options” in the Acoustics Assessment as part of the Project, in order to achieve the Noise Criteria Categories indicated in the Acoustics Assessment (“Identified Categories”), where practicable, subject to Conditions NZTA.73 - NZTA.81 below.
- NZTA.73 The detailed design of the Structural Mitigation measures in the “Selected Options” (the “Detailed Mitigation Options”) shall be undertaken by a suitably qualified acoustics specialist prior to commencement of construction of the Project, and, subject to Condition NZTA.74, shall include, as a minimum, the following:
- (a) Noise barriers with the location, length and height in general accordance with Table 12-22 of the Acoustics Assessment; and
- (b) Open graded porous asphalt or equivalent low-noise road surfaces in general accordance with Table 12-21 of the Acoustics Assessment.
- NZTA.74 Where the design of the Detailed Mitigation Options identifies that it is not practicable to implement a particular Structural Mitigation measure in the location or of the length or height included in the “Selected Options” either:
- (a) if the design of the Structural Mitigation measure could be changed and the measure would still achieve the same Identified Category or Category B at all relevant PPFs, and a suitably qualified or experienced planner, in consultation with a suitably qualified acoustics specialist, approved by the Council certifies to the Council that the changed Structural Mitigation would be consistent with adopting the BPO in accordance with NZS 6806:2010, the Detailed Mitigation Options may include the changed mitigation measure; or
- (b) if the changed design of the Structural Mitigation measure would change the Noise Criteria Category at any relevant PPF from Category A or B to Category C, but the Council confirms that the changed Structural Mitigation measure would be consistent with adopting BPO in accordance with NZS 6806:2010, the Detailed Mitigation Options may include the changed mitigation measure.
- NZTA.75 The Detailed Mitigation Options shall be implemented prior to completion of construction of the Project, with the exception of any low-noise road surfaces, which shall be implemented within 12 months of completion of construction of the Project.
- NZTA.76 Prior to construction of the Project, a suitably qualified acoustics specialist shall identify those PPFs (“Qualifying Buildings”) which following implementation of all the Structural Mitigation measures included in the Detailed Mitigation Options (notwithstanding the distance from the road) are in:
- a) Noise Criteria Category C by an altered road, and
- b) Noise Criteria Category B and C by a new road.
- NZTA.76A (a) Prior to commencement of construction of the Project in the vicinity of a Qualifying Building, the Requiring Authority shall write to the owner of each Qualifying Building seeking access to such building for the purpose of measuring internal noise levels and assessing the existing building envelope in relation to noise reduction performance.

- (b) If the owner of the Qualifying Building consents to the Requiring Authority request for access to the property within 12 months of the date of the Requiring Authority's letter (sent pursuant to Condition NZTA.76(a)), then no more than six months prior to commencement of construction of the Project, the Requiring Authority shall instruct a suitably qualified acoustics specialist to visit the building to measure internal noise levels and assess the existing building envelope in relation to noise reduction performance.

NZTA.77 Where a Qualifying Building is identified, the Requiring Authority shall be deemed to have complied with Condition NZTA.76 above where:

- (a) The Requiring Authority (through its acoustics specialist) has visited the building; or
- (b) The owner of the Qualifying Building consented to the Requiring Authority's request for access, but the Requiring Authority could not gain entry for some reason (such as entry being denied by a tenant); or
- (c) The owner of the Qualifying Building did not approve the Requiring Authority's access to the property within the time period set out in Condition NZTA.77(b) (including where the owner(s) did not respond to the Requiring Authority's letter (sent pursuant to Condition NZTA.76(a) within that period)); or
- (d) The owner of the Qualifying Building cannot, after reasonable enquiry, be found prior to completion of construction of the Project.

If any of (b) to (d) above apply to a particular Qualifying Building, the Requiring Authority shall not be required to implement any Building-Modification Mitigation at that Qualifying Building.

NZTA.78 Subject to Condition NZTA.77, no more than six months after the assessment required under Condition NZTA.76(b), the Requiring Authority shall give written notice to the owner of each Qualifying Building:

- (a) Advising of the options available for Building-Modification Mitigation to the building; and
- (b) Advising that the owner has three months within which to decide and advise the Requiring Authority whether to accept Building-Modification Mitigation for the building to achieve an internal level of 40 dB $L_{Aeq(24h)}$, and if the Requiring Authority has advised the owner that more than one option for Building-Modification Mitigation is available, to advise the Requiring Authority which of those options the owner prefers.

NZTA.79 Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of an affected building, the mitigation shall be implemented in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.

NZTA.80 Subject to Condition NZTA.77, where Building-Modification Mitigation is required, the Requiring Authority shall be deemed to have complied with Condition NZTA.79 above where:

- (a) The Requiring Authority has completed Building-Modification Mitigation to the Qualifying Building; or
- (b) The owner of the Qualifying Building did not accept the Requiring Authority's offer to implement Building-Modification Mitigation prior to the expiry of the timeframe stated in Condition NZTA.78(b) above (including where the owner did not respond to the Requiring Authority within that period); or
- (c) The owner of the Qualifying Building cannot, after reasonable enquiry, be found prior to

completion of construction of the Project.

NZTA.81 The Requiring Authority shall manage and maintain the Detailed Mitigation Options to ensure that, to the extent practicable, those mitigation works retain their noise reduction performance.

NZTA.81A A Noise Mitigation Plan shall be prepared by a suitably qualified acoustics specialist prior to commencement of construction including details of:

a) Detailed Mitigation Options

b) Qualifying Buildings

c) Methods for post-construction validation of the noise assessment. This shall include:

- i. Prior to opening: confirmation of the location of the as-built alignment in the noise model, visual inspection from the far-side carriageway of the relationship of PPFs to earthworks and noise barriers, verification of as-built noise barrier dimensions, and confirmation of as-built road surfaces,
- ii. 3 to 9 months after opening and checking the actual traffic volumes, and
- iii. Noise monitoring to validate the noise model to be undertaken within 6 months of the design road surfaces being laid.

NZTA.81B A report detailing the results and any corrective actions arising from the post construction validation of the noise assessment shall be provided to the Council within nineteen months of opening of the road in areas with low-noise road surfaces, and within ten months of opening the road in all other areas.

Permanent Lighting

NZTA.82 Lighting shall be designed and screened to minimise the amount of lighting overspill and illumination of residential areas, and shall demonstrate that:

- (a) All motorway lighting shall be designed in accordance with "Road lighting Standard AS/NZS1158"; and
- (b) All other lighting shall be designed in accordance with the rules of the relevant District Plan (if any).

Traffic Safety Audit

NZTA.83 No earlier than 6 months after the commencement of operation of the Transmission Gully Motorway, and no later than 12 months from that date, the Requiring Authority shall complete a traffic safety audit (in accordance with the NZ Transport Agency Guidelines 'Road Safety Audit Procedures for Projects' (November 2004) to ascertain the effects of reduced traffic and potentially higher environmental speeds on the coastal route resulting from the operation of the Transmission Gully Motorway. The audit shall outline what measures are necessary to remedy those effects. A copy of the audit and its findings shall be sent to the relevant territorial authorities.

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APPENDIX D: K1062 WHITBY LINK ROAD

BOARD OF INQUIRY

Transmission Gully Notices
of Requirement and Consents

NOR 7 – Notice of Requirement confirmed in the jurisdiction of the Porirua City Council

Pursuant to sections 149R and 149P(4), and subject to all the relevant provisions of the Resource Management Act 1991 and any regulations made thereunder, a Notice of Requirement is confirmed regarding:

| | |
|---|---|
| Requiring Authority | Porirua City Council |
| District Plan | Porirua City District Plan |
| Designation Purpose | Whitby Link Road |
| Purpose for which right is granted | Construction, operation and maintenance of the Whitby Link Road |
| Conditions | As attached |

For the Board of Inquiry:

Chairperson

Dated:

B P Dwyer
Environment Judge

12-6-12

Porirua City Council – Conditions on Confirmed Notices of Requirement for K1062 Whitby Link Road

Please note: *The following are the specific conditions applied by the Board of Inquiry to the K1062 Whitby Link Road Designation. It should be noted that these conditions are numbered according to the decision of the Board of Inquiry. The Board of Inquiry did not include conditions for the following: PCC.5 and PCC.9. On 27/11/13 this designation was altered as to its location and some of its condition. 15/10/16.*

General Conditions and Administration

PCC.1 Except as modified by the conditions below, and subject to final design, the Project shall be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirements dated August 2011, July 2013 and October 2016 and supporting documents being:

- (a) Assessment of Environmental Effects report, dated 8 August 2011 and 10 July 2013.
- (b) Plans:
 - i. NZ0113122-P121 Rev1 and NZ0113122-P122 Rev1 Land requirement plans;
 - ii. GM14 except as amended by W07172-C141 Rev 8 and GM15: Road layout plans;
 - iii. GM23 and GM33 except as amended by W07172-C146 Rev 2: Longitudinal sections and cross sections;
 - iv. DR14-15: Drainage layout plans;
 - v. S29: Structures plans;
 - vi. LA14 except as amended by W07172-C160 Rev 2 and LA15: Landscape plans;

For the avoidance of doubt, none of these conditions prevent or apply to works required for the ongoing operation or maintenance of the Project following construction such as changes to street furniture or signage over time. Depending upon the nature of such works, OPs or OP waivers may be required for any such works.

Where there is conflict between the documents listed above and these conditions, these conditions shall prevail.

Advice Notes

1. Conditions PCC.1 – PCC.45 of K1062 – Whitby Link Road BOI 2012 will apply to the additional area of land incorporated into Designation K1062.
2. Conditions PCC.1 – PCC.45 of K1063 – Waitangirua Link Road BOI 2012 will apply to the additional areas of land incorporated into Designation K1063.

PCC.2 As soon as practicable following completion of construction of the Project, the Requiring Authority shall:

- (a) Review the width of the area designated for the Project;
- (b) Identify any areas of designated land that are no longer necessary for the ongoing operation and maintenance of the Project or for ongoing mitigation measures; and
- (c) Give notice to the Council in accordance with Section 182 of the RMA for the removal of those parts of the designation identified in PCC.2b above.

PCC.3 The designation shall lapse if not given effect to within 15 years from the date on which it is included in the District Plan under Section 175 of the RMA.

PCC.3A The Requiring Authority shall reimburse the Council for its actual and reasonable costs incurred in carrying out its functions pursuant to Section 36(1)(d) of the RMA.

Outline Plans and Management Plans

PCC.4 Review the width of the area designated for the Project;

PCC.6 The OP(s) shall include the following Plans for the relevant stage(s) of the Project:

- (a) Construction Traffic Management Plan (CTMP);
- (b) Landscape and Urban Design Management Plan (LUDMP);
- (c) Construction Noise and Vibration Management Plan; and
- (d) Construction Air Quality (Dust) Management Plan.

Advice Note: The Construction Environmental Management Plan (CEMP) may be submitted with the OP for information – but recognising that the Wellington Regional Council shall have the role of certifying this Plan, the Requiring Authority shall ensure that if the CEMP is changed or updated as a result of the WRC certification process that the most up to date version is provided to the Council.

PCC.7 All works shall be carried out in accordance with the Outline Plan and management plans required by these conditions.

PCC.8 The Requiring Authority shall provide the Manager with an updated schedule of construction activities and timing of management plans for the Project at monthly intervals throughout the construction phase of the entire Project.

PCC.10 The following Outline Plan(s) and management plans shall be made available for public viewing at one or more of the Project site offices:

- (a) Confirmed Outline Plan(s)
- (b) Construction Environmental Management Plan (CEMP);
- (c) Construction Noise and Vibration Management Plan (CNVMP);
- (d) Construction Air Quality Management Plan (CAQMP);
- (e) Construction Traffic Management Plan (CTMP); and
- (f) Landscape and Urban Design Management Plan (LUDMP).

Where practicable, electronic copies of the management plans shall be made available upon request.

Communications and Public Liaison – Construction

PCC.11 A liaison person shall be appointed by the Requiring Authority for the duration of the construction phase of the Project to be the main and readily accessible point of contact at all times for persons affected by the construction work. The Requiring Authority shall take appropriate steps to seek to advise all affected parties of the liaison person's name and contact details. If the liaison person will not be available for any reason, an alternative person shall be nominated. The Requiring Authority shall seek to ensure that a Project contact person is available by telephone 24 hours per day/seven days per week during the construction phase of the Project.

PCC.12 Prior to the commencement of construction and/or enabling works, the Requiring Authority shall prepare and implement a Communications Plan that sets out procedures detailing how the public will be communicated with throughout the construction period. As a minimum, the Communications Plan shall include:

- (a) Details of a contact person available on site at all times during works. Contact details shall be prominently displayed at the entrance to the site(s) so that they are clearly visible to the public at all times;
- (b) Methods to consult on and to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding residential communities, and methods to deal with concerns raised about such hours;
- (c) Methods to record concerns raised about hours of construction activities and, where practicable, methods to avoid particular times of day which have been identified as being particularly sensitive for neighbours;
- (d) Details of communications activities proposed including:
 - i. Publication of a newsletter, or similar, and its proposed delivery area.
 - ii. Newspaper advertising
 - iii. Notification and consultation with individual property owners and occupiers with dwellings within 20 metres of construction activities;

The Communications Plan shall also include linkages and cross-references to methods set out in other management plans where relevant.

Complaints – Construction

PCC.13 During construction Work, the Requiring Authority shall maintain a permanent record of any complaints received alleging adverse effects from, or related to, the exercise of this designation. The record shall include:

- (a) the name and address (as far as practicable) of the complainant;
- (b) identification of the nature of the complaint;
- (c) location, date and time of the complaint and of the alleged event;
- (d) weather conditions at the time of the complaint (as far as practicable), and including wind

direction and approximate wind speed if the complaint relates to air quality.

- (e) the outcome of the Requiring Authority's investigation into the complaint;
- (f) measures taken by the Requiring Authority to respond to the complaint; and
- (g) any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-Project construction, fires, traffic accidents or unusually dusty conditions generally.

The Requiring Authority shall also keep a record of any remedial actions undertaken.

This record shall be maintained on site and shall be made available to the Manager and Wellington Regional Council, upon request. The Requiring Authority shall notify the Manager and Wellington Regional Council in writing of any such complaint within 5 working days of the complaint being brought to the attention of the Requiring Authority.

Archaeology and Heritage

PCC.14 The Requiring Authority, in consultation with, Te Runanga o Toa Rangatira Inc and the New Zealand Historic Places Trust, shall prepare an accidental discovery protocol, and provide a copy to the Council at the same time as submission of the Outline Plan. The protocol shall be implemented in the event of accidental discovery of cultural or archaeological artefacts or features during the construction of the Project. The protocol shall include, but not be limited to:

- (a) Training procedures for all contractors regarding the possible presence of cultural or archaeological sites or material, what these sites or material may look like, and the relevant provisions of the Historic Places Act 1993 if any sites or material are discovered;
- (b) Parties to be notified in the event of an accidental discovery shall include, but need not be limited to Te Runanga o Toa Rangatira Inc, the New Zealand Historic Places Trust, the WRC, Porirua City Council and the New Zealand Police (if koiwi are discovered);
- (c) Procedures to be undertaken in the event of an accidental discovery (these shall include immediate ceasing of all physical works in the vicinity of the discovery); and
- (d) Procedures to be undertaken before Work under this designation may recommence in the vicinity of the discovery. These shall include allowance for appropriate tikanga (protocols), recording of sites and material, recovery of any artefacts, and consulting with Te Runanga o Toa Rangatira Inc and the New Zealand Historic Places Trust prior to recommencing works in the vicinity of the discovery.

Construction Environmental Management Plan

Advice Note: The CEMP is required to be certified by the Wellington Regional Council and the relevant Territorial Authority. The CEMP is to be supplied to the Councils for an initial consultation process, and then the final document is required to be supplied for information, and display in a site office.

PCC.15 The Requiring Authority shall, at least 20 working days prior to submitting the Construction Environmental Management Plan required by Condition PCC.16 (and by the regional consent conditions) to the Regional Council and Porirua City Council for certification, submit a draft to the Councils for comment. Any comments received shall be supplied to the Regional Council and Porirua City Council when the CEMP is submitted, along with clear explanation of where any

comments have not been incorporated and the reasons why.

PCC.16

The CEMP shall confirm final Project details, staging of Work, and detailed engineering design to seek to ensure that the Project remains within the limits and standards imposed on this designation and that the construction and operation activities avoid, remedy or mitigate adverse effects on the environment in accordance with the conditions imposed on this designation, and any resource consents granted to assist the Requiring Authority in constructing the Project.

The draft CEMP submitted with the application (dated July 2011) shall be used as a basis for the preparation of the CEMP. The CEMP shall provide details of the responsibilities, reporting frameworks, coordination and management required for Project quality assurance; final detailed design; construction methodologies; timeframes and monitoring processes and procedures.

A CEMP shall include but need not be limited to:

(1) Quality Assurance

A Quality Assurance section shall include management frameworks, systems and procedures for quality management of all on-site activities and compliance with the conditions imposed on this designation. Among other matters this section shall provide details of the following:

- a. Name, qualifications, relevant experience and contact details of a appropriately qualified and experienced Project manager, who shall be responsible for overseeing compliance with the CEMP;
- b. Names, qualifications, relevant experience, and methods for contacting principal staff employed on the relevant part of the Project, along with details of their roles and responsibilities;
- c. Methods and systems to inform and train all persons working on site of potential environmental issues and how to avoid, remedy or mitigate any potential adverse construction effects;
- d. Systems and processes whereby the public are informed of contact details of the Project manager and person or persons identified above;
- e. Liaison procedures with the Council; and
- f. Communication protocols.

(2) Site Management

The Site Management section of the CEMP shall detail procedures to manage the relevant part of the Project throughout the entire construction process in a safe manner. Among other matters this section shall provide details of the following

- a. Details of the site access for all works associated with construction of the part of the Project;
- b. Measures to be adopted to maintain the site in a tidy condition in terms of disposal/storage of rubbish, storage and unloading of building materials and similar construction activities;
- c. Location of workers' conveniences (e.g. portaloos);
- d. Procedures for controlling sediment run-off into the watercourses/streams, dust and the

removal of soil, debris and construction materials from the watercourses/streams and riparian margins, (including identifying the location of wheel wash facilities);

- e. A contingency plan in the event that there is any unconsented discharge to watercourses/streams;
- f. Details of the storage of fuels and lubricants (which shall require that storage be bunded or contained in such a manner so as to prevent the discharge of contaminants from spillages);
- g. Details of the proposed maintenance of machinery and plant to minimise the potential for leakage of fuels and lubricants;
- h. Location of vehicle and construction machinery access and storage during the period of site works;
- i. Procedures for thoroughly cleaning all machinery of unwanted vegetation (e.g. weeds), seeds or contaminants prior to entering the site and any other methods to avoid the introduction of unwanted pests to site;
- j. Methods for the clear identification and marking of the construction zones including those which extend into watercourses;
- k. A methodology that prescribes the extent to which machinery can operate in the vicinity of watercourses so as to minimise disruption and damage to the watercourses and associated vegetation;
- l. Methods to ensure public health and safety during the construction works, and notification to the public of temporary access restrictions to the immediate works area during the staged construction;
- m. Confirmation that no equipment or machinery will be cleaned, or refuelled in any part of any watercourses/streams, except as otherwise specifically provided for in the CEMP or an SSEMP; and
- n. Procedures for removing all contaminants (e.g. fuel, hydraulic oils, lubricants etc) from the site at the end of the construction period, except for those required for ongoing maintenance of the road and operational activities.

(3) Construction Programme and Methodology

A Construction Programme which shall include a programme of works that seeks to enable the relevant part of the Project to be constructed in a manner that is timely, adequately co-ordinated and manages the adverse effects of construction on the environment. This section shall, among other matters, provide details on the following:

- a. A detailed staging programme and anticipated timetable for construction works during the relevant part of the Project; and
- b. A methodology to identify how earthworks will be staged during the relevant part of the Project to manage the effects of the Project on the Pauatahanui Inlet.

(4) Layout Drawings

Drawings showing the proposed layout of the construction yards, including associated buildings,

fencing and site access. The layout drawings shall, as far as practicable, incorporate the following:

- a. The main access to the construction yards to be located as far as practicable from residential dwellings;
- b. Noisy construction activities shall be located as far as practicable from residential dwellings;
- c. Temporary acoustic fences and visual barriers.

Traffic Management and Rooding – Construction

PCC.17 An Outline Plan (or Plans) shall include a Construction Traffic Management Plan (CTMP). The CTMP submitted with the application (dated May 2011) shall be updated and used as a basis for developing and finalising this plan.

This CTMP shall address the following:

- (a) The staging of the works, including details of any proposals to work on multiple sections of the Project route concurrently;
- (b) Details of construction yard access points where they gain access directly from a local road;
- (c) A general methodology for selecting detour routes; and
- (d) The potential effects on the detour routes selected and how these will be managed to seek to ensure safety for all road users.

PCC.18 A copy of the CTMP shall be provided to the Road Asset Manager at least 20 working days prior to commencement of construction of any part of the Project within the District.

PCC.19 1. Site Specific Traffic Management Plan(s) (SSTMP) shall be prepared following consultation with the following key stakeholders:

- (a) The Council;
- (b) Emergency services (police, fire and ambulance).
- (c) Schools and childcare centres with frontage or access to roads within which works in relation to the relevant part of the Project will take place.

2. The SSTMPs shall be provided to the Manager at least 5 working days for a “minor” SSTMP and at least 10 working days for a “major” SSTMP prior to the commencement of work in that area for certification that:

- (a) They are consistent with the CTMP
- (b) Consultation has been undertaken with key stakeholders; and
- (c) That all the details required under this condition are shown, along with any other matters

relevant to managing the effects of construction traffic.

3. The SSTMP shall describe the measures that will be taken to manage the traffic effects associated with the construction of specific parts of the Project prior to construction of the relevant part(s) of the Project commencing.

In particular SSTMP(s) shall describe:

- (a) How it is consistent with the CTMP;
- (b) Temporary traffic management measures required to manage impacts on road users during proposed working hours;
- (c) Delay calculations associated with the proposed closure/s and detour routes;
- (d) The capacity of any proposed detour route(s) and their ability to carry the additional traffic volumes and any known safety issues associated with the detour route, including any mitigation measures the Requiring Authority proposes to put in place to address any identified safety issues;
- (e) Individual traffic management plans for intersections of the proposed Project with arterial roads;
- (f) Measures to maintain, where practicable, existing vehicle access to adjacent properties and businesses;
- (g) Measures to maintain, where practicable, safe and clearly identified pedestrian and cyclist access on roads and footpaths adjacent to the construction works. Where detours are necessary to provide such access the Requiring Authority shall provide for the shortest and most convenient detours which it is reasonably practicable to provide, having regard to safety;
- (h) Any proposed temporary changes in speed limit;
- (i) Provision for safe and efficient access of construction vehicles to and from construction site(s); and
- (j) The measures that will be undertaken by the Requiring Authority to communicate traffic management measures to affected road users and stakeholders.

For the purposes of this condition, a “minor” SSTMP shall be defined as involving works of 5 or less days in duration, and a “major” SSTMP shall be defined as involving works of more than 5 days in duration.

- PCC.20 The CTMP and SSTMP(s) shall be consistent with the version of the NZ Transport Agency Code of Practice for Temporary Traffic Management (COPTTM) which applies at the time the CTMP or the relevant SSTMP is prepared.
- PCC.21 The Requiring Authority shall carry out regular inspections of the road networks affected by the Project during construction, to ensure that all potholes and other damage resulting from the construction of the Project are repaired as soon as practicable.
- PCC.21A The Requiring Authority shall ensure that procedures are adopted to prevent the deposition of slurry, clay or other materials on the roads by vehicles leaving the site where such material is liable to cause a nuisance or hazard. Procedures shall include but not be limited to use of an on-

site wheel wash.

- PCC.22 As soon as practicable following completion of construction of the Project the Requiring Authority shall, at its expense, conduct a post-construction condition survey of the road network affected by the Project. The results of the pre and post construction surveys will be compared and where necessary, the Requiring Authority shall at its expense arrange for repair of any damage to the carriageways and footpaths (and associated road components), for which the Council is the road controlling authority, where that damage has resulted from the impacts of construction of the Project.

Construction Noise and Vibration Management

- PCC.23 An Outline Plan (or Plans) for the construction of any part of the Project located within the District or for the construction of any Project stage within the District shall include a Construction Noise and Vibration Management Plan (CNVMP). The draft CNVMP submitted with the application (dated July 2011) shall be used as a basis for preparing this plan.

The CNVMP shall:

- (a) Be prepared by a suitably qualified acoustics specialist;
- (b) Include specific details relating to methods for the control of noise associated with all relevant Project works, which shall be formulated to, as far as practicable, comply with the following criteria in accordance with NZS 6803:1999:

| Day | Time | L _{Aeq(15 min)} | L _{AFmax} |
|-----------------------------|---------------|--------------------------|--------------------|
| Weekdays | 0630h - 0730h | 55 dB | 75 dB |
| | 0730h - 1800h | 70 dB | 85 dB |
| | 1800h - 2000h | 65 dB | 80 dB |
| | 2000h - 0630h | 45 dB | 75 dB |
| Saturday | 0630h - 0730h | 45 dB | 75 dB |
| | 0730h - 1800h | 70 dB | 85 dB |
| | 1800h - 2000h | 45 dB | 75 dB |
| | 2000h - 0630h | 45 dB | 75 dB |
| Sundays and public holidays | 0630h - 0730h | 45 dB | 75 dB |
| | 0730h - 1800h | 55 dB | 85 dB |
| | 1800h - 2000h | 45 dB | 75 dB |
| | 2000h - 0630h | 45 dB | 75 dB |

- (c) Address the following aspects with regard to managing the adverse effects of construction noise:
 - i. Noise sources, including machinery, equipment and construction techniques to be

- used;
- ii. Predicted construction noise levels;
 - iii. Hours of operation, including times and days when noisy construction work and blasting would occur;
 - iv. The identification of activities and locations where structural noise mitigation measures such as temporary barriers or enclosures may be used;
 - v. Details of which road-traffic noise mitigation options will be implemented early to also mitigate construction noise;
 - vi. The measures that will be undertaken by the Requiring Authority to communicate noise management measures to affected stakeholders;
 - vii. Mitigation options, including alternative strategies where full compliance with the noise criteria cannot practicably be achieved;
 - viii. Schedules containing site specific information;
 - ix. Methods for monitoring and reporting on construction noise; and
 - x. Include specific details relating to methods for the control of vibration and airblast associated with all relevant Project construction works, which shall be formulated to, as far as practicable, comply with the Category A criteria in the following table, measured in accordance with ISO 4866:2010 and AS 2187-2:2006:

| Receiver | Details | Category A | Category B |
|------------------------|---|--------------------|--------------------------------------|
| Occupied dwellings | Night-time 2000h - 0630h (transient vibration) | 0.3 mm/s ppv | 1 mm/s ppv |
| | Daytime 0630h - 2000h | 1 mm/s ppv | 5 mm/s ppv |
| All occupied buildings | Daytime blasting – vibration | 5 mm/s ppv | 10 mm/s ppv |
| | – airblast | 120 dB L_{Zpeak} | - |
| All buildings | Vibration – transient (including blasting) | 5 mm/s ppv | BS 5228-2 Table B.2 |
| | Vibration – continuous | | BS 5228-2 50% of Table B.2 values |
| | Airblast | - | 133 dB L_{Zpeak} |

- (d) Describe the measures to be adopted in relation to construction vibration including:
- i. Vibration sources, including machinery, equipment and construction techniques to be used;
 - ii. Procedures for building condition surveys at locations close to activities generating significant vibration, prior to and after completion of the works (including all buildings

- predicted to experience vibration which exceeds the Category A vibration criteria);
- iii. Procedures for management of vibration by a suitably qualified expert, if measured or predicted vibration and airblast levels exceed the Category A criteria;
 - iv. Procedures for approval by the Council and continuous monitoring of vibration levels and effects by suitably qualified experts if measured or predicted vibration and airblast levels exceed the Category B criteria; and
 - v. The measures that will be undertaken by the Requiring Authority to communicate vibration management measures to affected stakeholders.

Construction Air Quality (including Dust) Management

- PCC.24 An Outline Plan (or Plans) shall include a Construction Air Quality (Dust) Management Plan (CAQMP). The draft CAQMP submitted with the application (dated March 2011) shall be used as a basis for preparing a CAQMP for the Project. The CAQMP shall provide a methodology for managing the effects of dust from construction activities occurring at the site, and shall, as a minimum include:
- (a) Identification and implementation of dust suppression measures appropriate to the environment in which the works are located, and the sensitivity of nearby receptors; and
 - (b) Identification of contingency measures to address identified and verified adverse effects on sensitive receptors. Contingency measures may include options such as cleaning houses and buildings.
- PCC.25 The CAQMP shall include a process for advising and consulting with the owners and/or occupiers of any residential property where construction activities that have the potential to generate dust will be undertaken within 100 metres of a residential dwelling on that land. The advice and consultation process shall be undertaken at least 20 working days prior to commencement of the works. The Requiring Authority shall manage construction activities as far as it is practicable to be in accordance with the methods discussed with the consulted property owners and occupiers. The CAQMP shall set out how any issues raised in consultation with the owners and occupiers of the properties listed above have been incorporated, and where they have not, the reasons why.

Construction Lighting

- PCC.25A The requiring authority shall implement procedures at all times during construction to manage lightspill (if any) to residential properties from any night lighting that is required on the site.

Landscape and Urban Design

- PCC.26 An Outline Plan (or Plans) for the construction of any part of the Project shall include a Landscape and Urban Design Management Plan (LUDMP) for the relevant part of the Project. The purpose of the LUDMP is to integrate the Project's permanent works into the surrounding landscape and urban design context. The LUDMP shall be prepared by a suitably qualified landscape architect and urban designer (or similar appropriate person(s) and shall implement:
- (a) the Landscape plans submitted with the applications numbered LA14-15 and W07172-C160 Rev2;
 - (b) the Transmission Gully Urban and Landscape Design Framework (dated August 2011) and

in particular the design principles set out in this document; and

- (c) the certified Ecological Management and Monitoring Plan.

PCC.27 In order to confirm that the LUDMP is consistent with the ecological management measures in the EMMP, the certified EMMP required under the regional resource consents shall be submitted to the Council and Wellington Regional Council for certification. (NB. in respect to Wellington Regional Council certification, this shall be confined to the functions of the WRC including the interrelationship with site specific plans required to be certified by WRC).

PCC.28 All LUDMP(s) shall provide amongst other matters, for:

- (a) Input to earthworks contouring;
- (b) The integration of the Project's permanent works into the surrounding landscape;
- (c) Landscape works within land acquired for the Project which mitigate the effects of the Project on properties in the vicinity of the alignment;
- (d) Retention or relocation of significant existing trees, where practicable; and
- (e) Replacement planting for loss of existing trees, where appropriate and practicable.

PCC.29 The LUDMP(s) shall be prepared in consultation with Te Runanga o Toa Rangatira Inc, PCC (as asset owner), Waitangirua Community Park Design Team, Cannons' Creek Residents' and Ratepayers Association, Maraeroa Marae Executive, and Tokelauan Christian Church_and Whitby Residents' Association and shall include but not be limited to the following:

- (a) Demonstration of how the design principles in the ULDF have been adhered to in the development of the design concepts, including (but not limited to) principles for noise walls, boundary walls and structures (including bridges underpasses and associated retaining walls) which are identified in the ULDF as being in highly sensitive locations;
- (b) A Concept Plan/Report – this shall depict the overall landscape and urban design concept, and provide a framework for the design intent, layout and mitigation proposals.
- (c) Landscape Design Details – these shall include the following details:
 - i. Identification of vegetation to be retained;
 - ii. Identification and protection measures for vegetation to be retained, and make good planting along cleared edges;
 - iii. Proposed planting including plant species, plant/grass mixes, spacing/densities, sizes (at the time of planting) and layout and planting methods including trials;
 - iv. Planting programme – the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each stage of the Project;
 - v. Detailed specifications relating to (but not limited to) the following:
 - Vegetation protection (for desirable vegetation to be retained);

- Weed control and clearance;
 - Ground preparation (topsoiling and decompaction to provide for rapid plant establishment and ongoing vigour);
 - Mulching; and
 - Plant supply and planting, including hydroseeding and grassing - which shall require:
 1. Any planting to reflect the natural plant associations of the area;
 2. Where practicable, the use of mixes of plant which are of a suitable richness and diversity to encourage self-sustainability once established; and
 3. Any native plants to, so far as practicable, be genetically sourced from the relevant Ecological District;
- vi. A maintenance regime including monitoring and reporting requirements, which is to apply for the three years following that planting being undertaken;
- vii. Landscape treatment for any pedestrian and cycle facilities;
- viii. Consideration of:
- The landscape character of the area;
 - The integration of the works into the natural environment, including streams;
 - Crime Prevention Through Environmental Design (CPTED) principles in urban areas.

(d) All planting works shall be undertaken in accordance with accepted horticultural practice.

PCC.30 Prior to the Requiring Authority undertaking any planting provided for in the LUDMP and throughout the ensuing landscaping maintenance period, all weed species declared as plant pests in the Wellington region by the Wellington Regional Pest Management Strategy shall be controlled and removed from the site of any planting undertaken pursuant to the LUDMP.

PCC.31 The planting identified in a LUDMP shall be implemented in accordance with the LUDMP within the first planting season following the completion of the construction works in each Project stage to which the LUDMP relates, providing climatic conditions are suitable; otherwise at the first practicable opportunity thereafter.

Ecology

PCC.32 As part of the detailed design, the Requiring Authority shall engage a suitably qualified ecologist to ensure that, where practicable, seral scrub and forest (kanuka scrub and forest, mahoe dominated scrub and low forest) is avoided. This includes:

(a) James Cook Drive Bush (PCC Significant Area of Urban Vegetation 108).

(b) Whitby Bush (PCC Ecosite 155b).

(c) Exploration Drive Kanuka (PCC 190).

Where this vegetation can be avoided and/or effects on them minimised, fencing shall be established to demarcate them. Any contractors working in these areas shall be advised that the fence demarcates work boundaries that shall not be affected by construction work.

Where this vegetation cannot be avoided, all practicable steps shall be taken to minimise the areas of this vegetation that are removed.

PCC.32A As part of the mitigation provided for the loss of part of PCC Significant Area of Urban Vegetation 108, the Requiring Authority shall engage a suitable qualified ecologist to ensure that the area shown as “existing primary vegetation to be retained and or reinstated” on Plan W07172-C160 Rev 2 is rehabilitated.

PCC.32B As part of the mitigation provided for the loss of part of PCC Significant Area of Urban Vegetation 108, the Requiring Authority shall, post construction, protect those areas shown as ‘Proposed Whitby Link Road and Associated Post Construction Bush and Ecological Protection’ on Plan (drawing number) W07172-C141 Rev 8.

Existing Network Utilities

PCC.33 The Requiring Authority shall prepare and implement a Network Utilities Management Plan (NUMP) so that enabling works, design and construction of the Project adequately take account of, and include measures to address, the safety, integrity, protection or, where necessary, relocation of, existing network utilities.

PCC.34 A copy of the NUMP shall be submitted to the Manager for certification at least 10 working days prior to the commencement of any enabling or construction works on any part of the Project located within the District. The purpose of the certification process is:

1. to confirm that the appropriate liaison with infrastructure providers has occurred and that their concerns have been taken into account where appropriate; and
2. that the NUMP conditions NZTA.59 to NZTA.70 have been appropriately addressed.

PCC.35 The NUMP shall include, but need not be limited to, the following matters:

- (a) The methods the Requiring Authority will use to liaise with all infrastructure providers who have existing network utilities that are directly affected by, or located in close proximity to, the part of the Project in the District including the process for:
 - i. Network utility provider approval of proposed works on their utilities; process for obtaining any supplementary authorisations (e.g. easements and/or resource consents; and
 - ii. Protocols for inspection and final approval of works by network utility providers.
- (b) The methods the Requiring Authority will use to enable infrastructure providers to access existing network utilities for maintenance at all reasonable times, and to access existing network utilities for emergency works at all times, whilst construction activities associated with the Project are occurring.
- (c) The methods the Requiring Authority will use to seek to ensure that all construction personnel, including contractors, are aware of the presence and location of the various existing network utilities which traverse, or are in close proximity to, the part of the Project

in the District, and the restrictions in place in relation to those existing network utilities. This shall include plans identifying the locations of the existing network utilities and appropriate physical indicators on the ground showing specific surveyed locations.

- (d) How the Requiring Authority will meet the costs of any Project-related works that are required in order to protect, relocate and/or reinstate existing network utilities. Such methods shall be consistent with the provisions of the Gas Act 1992, the Electricity Act 1992 and the Telecommunications Act 2001.

PCC.36 The NUMP shall be prepared in consultation with the relevant infrastructure providers who have existing network utilities that are directly affected by the Project and, in addition to the matters listed in Condition PCC.35, shall include:

- (a) Measures to be used to accurately identify the location of existing network utilities,
- (b) Measures for the protection, relocation and/or reinstatement of existing network utilities;
- (c) Measures to seek to ensure the continued operation and supply of infrastructure services which may include, but not be limited to, any new or relocated gas pipes being made operational prior to the termination of existing gas lines;
- (d) Measures to provide for the safe operation of plant and equipment, and the safety of workers, in proximity to live existing network utilities;
- (e) Measures to manage potential induction hazards to existing network utilities;
- (f) Earthworks management (including depth and extent of earthworks), for earthworks in close proximity to existing network utilities;
- (g) Vibration management for works in close proximity to existing network utilities;
- (h) Emergency management procedures in the event of any emergency involving existing network utilities;
- (i) As built drawings showing the relationship of the relocated utility to the Main Alignment shall be provided to utility owners within three months of completion of the utility relocation; and
- (j) Provision, both physical and legal, shall be made for future maintenance access to utilities to a standard at least equivalent to that currently existing.

PCC.37 Prior to the commencement of construction, the Requiring Authority shall, as part of the NUMP, seek to ensure that the operation and maintenance of the Project does not unduly constrain access to existing and/or relocated network utilities for maintenance purposes on an ongoing basis.

PCC.38 Prior to the commencement of construction, the Requiring Authority shall, accurately locate the assets of Powerco on the following property and, if requested by Powerco, physically peg out the extent of the designation boundary :

- Road reserve at the intersection of Warspite Avenue and Niagara Street

PCC.39 The Requiring Authority shall give reasonable notice and make reasonable endeavors to:

- (a) Liaise with all relevant network utility operators in relation to any part of the works within

the designation where their infrastructure may be affected; and

- (b) Make reasonable and relevant changes requested by such network utility operators, to the relevant design plans and methodologies, to ensure that access to, maintenance and the operation of all network utility infrastructure within the designated area is not adversely affected.

Transpower Specific Conditions (part of a separate agreement between PCC and Transpower)

Explanatory Note: Transpower conditions apply to both NoRs 7 and 8

PCC.40 All works or activities associated with the the Project and ancillary roads and activities shall be designed and undertaken to comply with the Code of Practice for Electrical Safety Distances 2001 (NZECP 34:2001). In this regard, the Requiring Authority shall liaise with Transpower New Zealand Limited during the design of the Project. All works shall be designed to ensure the adequate protection of existing transmission lines and any potential adverse effects associated with the construction and operation of the roads within the designations. For completeness, NZECP 34:2001 includes the following requirements:

- (a) All machinery and mobile plant operated within the designation area shall maintain a minimum clearance distance of 4 metres from all transmission lines located within that area.
- (b) In accordance with Section 4 of the NZECP 34:2001 no material shall be deposited (either permanent or temporary) under or near any National Grid transmission line without the approval of Transpower. This is to ensure the safe NZECP 34:2001 (Table 4) separation distances from the lines are always maintained.

All of the above requirement shall apply unless prior written approval is given by Transpower.

PCC.41 If compliance with NZECP 34:2001 cannot be achieved, the Requiring Authority shall consult with Transpower New Zealand Limited who will identify acceptable alternative options.

PCC.42 The Requiring Authority shall ensure that existing access arrangements to Transpower's existing works are retained where practicable. Where the Requiring Authority requires or causes a change in access arrangements, alternative arrangements shall be provided, in consultation with Transpower New Zealand Limited that provides safe four wheel drive 24 hour access to the line conductors during the construction period or other options that will enable Transpower to undertake necessary works. Once construction has been completed the maintenance of access tracks shall be the responsibility of Transpower.

PCC.43 All trees and vegetation planted shall be selected and located to ensure that no part of any tree (when mature) will encroach within a (4) metre clearance from transmission line conductors. The 4 metre clearance relates to vertical, horizontal and felling distance clearances and shall take account of the maximum conductor swing and sag.

PCC.44 The Requiring Authority shall ensure that the discharge of contaminants to air from the site during construction of the Project does not create any dust hazard or nuisance to the transmission assets managed by Transpower New Zealand Limited. The Requiring Authority shall produce, in consultation with Transpower New Zealand Limited, as part of the Construction Management Plan, measures to identify how those potential dust effects will be managed around the transmission network.

Permanent Lighting

- PCC.45 Lighting shall be designed and screened to minimise the amount of lighting overspill and illumination of residential areas, and shall be designed in accordance with the relevant rules of the District Plan.

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APPENDIX E: K1063 WAITANGIRUA LINK ROAD

BOARD OF INQUIRY

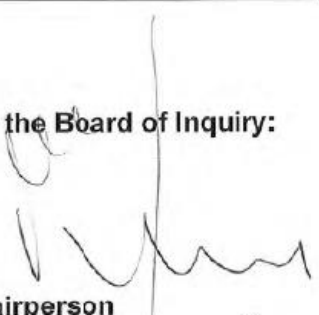
Transmission Gully Notices
of Requirement and Consents

NOR 8 – Notice of Requirement confirmed in the jurisdiction of the Porirua City Council

Pursuant to sections 149R and 149P(4), and subject to all the relevant provisions of the Resource Management Act 1991 and any regulations made thereunder, a Notice of Requirement is confirmed regarding:

| | |
|---|--|
| Requiring Authority | Porirua City Council |
| District Plan | Porirua City District Plan |
| Designation Purpose | Waitangirua Link Road |
| Purpose for which right is granted | Construction, operation and maintenance of the Waitangirua Link Road |
| Conditions | As attached |

For the Board of Inquiry:


Chairperson

Dated:

B P Dwyer
Environment Judge

12-6-12

Porirua City Council – Conditions on Confirmed Notices of Requirement for K1063 Waitangirua Link Road

Please note: The following are the specific conditions applied by the Board of Inquiry to the K1063 Waitangirua Link Road Designation. It should be noted that these conditions are numbered according to the decision of the Board of Inquiry. The Board of Inquiry did not include conditions for the following: PCC.5 and PCC.9.

General Conditions and Administration

PCC.1 Except as modified by the conditions below, and subject to final design, the Project shall be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement dated August 2011 and supporting documents being:

(a) Assessment of Environmental Effects report, dated 8 August 2011

(b) Plans:

- i. LR17 and LR20: Land requirement plans
- ii. GM14-15: Road layout plans
- iii. GM23 and GM33: Longitudinal sections and cross sections
- iv. DR14-15: Drainage layout plans
- v. S29: Structures plans
- vi. LA14-15: Landscape plans

For the avoidance of doubt, none of these conditions prevent or apply to works required for the ongoing operation or maintenance of the Project following construction such as changes to street furniture or signage over time. Depending upon the nature of such works, OPs or OP waivers may be required for any such works.

Where there is conflict between the documents listed above and these conditions, these conditions shall prevail.

PCC.2 As soon as practicable following completion of construction of the Project, the Requiring Authority shall:

- (a) Review the width of the area designated for the Project;
- (b) Identify any areas of designated land that are no longer necessary for the ongoing operation and maintenance of the Project or for ongoing mitigation measures; and
- (c) Give notice to the Council in accordance with Section 182 of the RMA for the removal of those parts of the designation identified in PCC.2b above.

PCC.3 The Requiring Authority shall reimburse the Council for its actual and reasonable costs incurred in carrying out its functions pursuant to Section 36(1)(d) of the RMA.

PCC.3A The Requiring Authority shall reimburse the Council for its actual and reasonable costs incurred

in carrying out its functions pursuant to Section 36(1)(d) of the RMA.

Outline Plans and Management Plans

PCC.4 The Requiring Authority shall submit an Outline Plan (OP) to the Council for the part of the Project or for each Project stage, in accordance with section 176A of the RMA.

NZTA.6 The OP(s) shall include the following Plans for the relevant stage(s) of the Project:

- (a) Heritage Management Plan (HMP);
- (b) Construction Traffic Management Plan (CTMP);
- (c) Landscape and Urban Design Management Plan (LUDMP);
- (d) Construction Noise and Vibration Management Plan; and
- (e) Construction Air Quality (Dust) Management Plan.

Advice Note: The Construction Environmental Management Plan (CEMP) may be submitted with the OP for information – but recognising that the Wellington Regional Council shall have the role of certifying this Plan, the Requiring Authority shall ensure that if the CEMP is changed or updated as a result of the WRC certification process that the most up to date version is provided to the Council.

PCC.7 All works shall be carried out in accordance with the Outline Plan and management plans required by these conditions.

PCC.8 The Requiring Authority shall provide the Manager with an updated schedule of construction activities and timing of management plans for the Project at monthly intervals throughout the construction phase of the entire Project.

PCC.10 The following Outline Plan(s) and management plans shall be made available for public viewing at one or more of the Project site offices:

- (a) Confirmed Outline Plan(s)
- (b) Construction Environmental Management Plan (CEMP);
- (c) Construction Noise and Vibration Management Plan (CNVMP);
- (d) Construction Air Quality Management Plan (CAQMP);
- (e) Construction Traffic Management Plan (CTMP); and
- (f) Landscape and Urban Design Management Plan (LUDMP).

Where practicable, electronic copies of the management plans shall be made available upon request.

Communications and Public Liaison – Construction

PCC.11 A liaison person shall be appointed by the Requiring Authority for the duration of the construction phase of the Project to be the main and readily accessible point of contact at all times for persons

affected by the construction work. The Requiring Authority shall take appropriate steps to seek to advise all affected parties of the liaison person's name and contact details. If the liaison person will not be available for any reason, an alternative person shall be nominated. The Requiring Authority shall seek to ensure that a Project contact person is available by telephone 24 hours per day/seven days per week during the construction phase of the Project.

PCC.12 Prior to the commencement of construction and/or enabling works, the Requiring Authority shall prepare and implement a Communications Plan that sets out procedures detailing how the public will be communicated with throughout the construction period. As a minimum, the Communications Plan shall include:

- (a) Details of a contact person available on site at all times during works. Contact details shall be prominently displayed at the entrance to the site(s) so that they are clearly visible to the public at all times;
- (b) Methods to consult on and to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding residential communities, and methods to deal with concerns raised about such hours;
- (c) Methods to record concerns raised about hours of construction activities and, where practicable, methods to avoid particular times of day which have been identified as being particularly sensitive for neighbours;
- (d) Details of communications activities proposed including:
 - i. Publication of a newsletter, or similar, and its proposed delivery area.
 - ii. Newspaper advertising
 - iii. Notification and consultation with individual property owners and occupiers with dwellings within 20 metres of construction activities;

The Communications Plan shall also include linkages and cross-references to methods set out in other management plans where relevant.

Complaints – Construction

PCC.13 During construction Work, the Requiring Authority shall maintain a permanent record of any complaints received alleging adverse effects from, or related to, the exercise of this designation. The record shall include:

- (a) the name and address (as far as practicable) of the complainant;
- (b) identification of the nature of the complaint;
- (c) location, date and time of the complaint and of the alleged event;
- (d) weather conditions at the time of the complaint (as far as practicable), and including wind direction and approximate wind speed if the complaint relates to air quality.
- (e) the outcome of the Requiring Authority's investigation into the complaint;
- (f) measures taken by the Requiring Authority to respond to the complaint; and
- (g) any other activities in the area, unrelated to the Project that may have contributed to the

compliant, such as non-Project construction, fires, traffic accidents or unusually dusty conditions generally.

The Requiring Authority shall also keep a record of any remedial actions undertaken.

This record shall be maintained on site and shall be made available to the Manager and Wellington Regional Council, upon request. The Requiring Authority shall notify the Manager and Wellington Regional Council in writing of any such complaint within 5 working days of the complaint being brought to the attention of the Requiring Authority.

Archaeology and Heritage

PCC.14 The Requiring Authority, in consultation with, Te Runanga o Toa Rangatira Inc and the New Zealand Historic Places Trust, shall prepare an accidental discovery protocol, and provide a copy to the Council at the same time as submission of the Outline Plan. The protocol shall be implemented in the event of accidental discovery of cultural or archaeological artefacts or features during the construction of the Project. The protocol shall include, but not be limited to:

- (a) Training procedures for all contractors regarding the possible presence of cultural or archaeological sites or material, what these sites or material may look like, and the relevant provisions of the Historic Places Act 1993 if any sites or material are discovered;
- (b) Parties to be notified in the event of an accidental discovery shall include, but need not be limited to Te Runanga o Toa Rangatira Inc, the New Zealand Historic Places Trust, the WRC, Porirua City Council and the New Zealand Police (if koiwi are discovered);
- (c) Procedures to be undertaken in the event of an accidental discovery (these shall include immediate ceasing of all physical works in the vicinity of the discovery); and
- (d) Procedures to be undertaken before Work under this designation may recommence in the vicinity of the discovery. These shall include allowance for appropriate tikanga (protocols), recording of sites and material, recovery of any artefacts, and consulting with Te Runanga o Toa Rangatira Inc and the New Zealand Historic Places Trust prior to recommencing works in the vicinity of the discovery.

Construction Environmental Management Plan

Advice Note: The CEMP is required to be certified by the Wellington Regional Council and the relevant Territorial Authority. The CEMP is to be supplied to the Councils for an initial consultation process, and then the final document is required to be supplied for information, and display in a site office.

PCC.15 The Requiring Authority shall, at least 20 working days prior to submitting the Construction Environmental Management Plan required by Condition PCC.16 (and by the regional consent conditions) to the Regional Council and Porirua City Council for certification, submit a draft to the Councils for comment. Any comments received shall be supplied to the Regional Council and Porirua City Council when the CEMP is submitted, along with clear explanation of where any comments have not been incorporated and the reasons why.

PCC.16 The CEMP shall confirm final Project details, staging of Work, and detailed engineering design to seek to ensure that the Project remains within the limits and standards imposed on this designation and that the construction and operation activities avoid, remedy or mitigate adverse effects on the environment in accordance with the conditions imposed on this designation, and any resource consents granted to assist the Requiring Authority in constructing the Project.

The draft CEMP submitted with the application (dated July 2011) shall be used as a basis for the preparation of the CEMP. The CEMP shall provide details of the responsibilities, reporting frameworks, coordination and management required for Project quality assurance; final detailed design; construction methodologies; timeframes and monitoring processes and procedures.

A CEMP shall include but need not be limited to:

(1) *Quality Assurance*

A Quality Assurance section shall include management frameworks, systems and procedures for quality management of all on-site activities and compliance with the conditions imposed on this designation. Among other matters this section shall provide details of the following:

- a. Name, qualifications, relevant experience and contact details of a appropriately qualified and experienced Project manager, who shall be responsible for overseeing compliance with the CEMP;
- b. Names, qualifications, relevant experience, and methods for contacting principal staff employed on the relevant part of the Project, along with details of their roles and responsibilities;
- c. Methods and systems to inform and train all persons working on site of potential environmental issues and how to avoid, remedy or mitigate any potential adverse construction effects;
- d. Systems and processes whereby the public are informed of contact details of the Project manager and person or persons identified above;
- e. Liaison procedures with the Council; and
- f. Communication protocols.

(2) *Site Management*

The Site Management section of the CEMP shall detail procedures to manage the relevant part of the Project throughout the entire construction process in a safe manner. Among other matters this section shall provide details of the following

- a. Details of the site access for all works associated with construction of the part of the Project;
- b. Measures to be adopted to maintain the site in a tidy condition in terms of disposal/storage of rubbish, storage and unloading of building materials and similar construction activities;
- c. Location of workers' conveniences (e.g. portaloos);
- d. Procedures for controlling sediment run-off into the watercourses/streams, dust and the removal of soil, debris and construction materials from the watercourses/streams and riparian margins, (including identifying the location of wheel wash facilities);
- e. A contingency plan in the event that there is any unconsented discharge to watercourses/streams;
- f. Details of the storage of fuels and lubricants (which shall require that storage be bunded or contained in such a manner so as to prevent the discharge of contaminants from

- spillages);
- g. Details of the proposed maintenance of machinery and plant to minimise the potential for leakage of fuels and lubricants;
 - h. Location of vehicle and construction machinery access and storage during the period of site works;
 - i. Procedures for thoroughly cleaning all machinery of unwanted vegetation (e.g. weeds), seeds or contaminants prior to entering the site and any other methods to avoid the introduction of unwanted pests to site;
 - j. Methods for the clear identification and marking of the construction zones including those which extend into watercourses;
 - k. A methodology that prescribes the extent to which machinery can operate in the vicinity of watercourses so as to minimise disruption and damage to the watercourses and associated vegetation;
 - l. Methods to ensure public health and safety during the construction works, and notification to the public of temporary access restrictions to the immediate works area during the staged construction;
 - m. Confirmation that no equipment or machinery will be cleaned, or refuelled in any part of any watercourses/streams, except as otherwise specifically provided for in the CEMP or an SSEMP; and
 - n. Procedures for removing all contaminants (e.g. fuel, hydraulic oils, lubricants etc) from the site at the end of the construction period, except for those required for ongoing maintenance of the road and operational activities.

(3) Construction Programme and Methodology

A Construction Programme which shall include a programme of works that seeks to enable the relevant part of the Project to be constructed in a manner that is timely, adequately co-ordinated and manages the adverse effects of construction on the environment. This section shall, among other matters, provide details on the following:

- a. A detailed staging programme and anticipated timetable for construction works during the relevant part of the Project; and
- b. A methodology to identify how earthworks will be staged during the relevant part of the Project to manage the effects of the Project on the Pauatahanui Inlet.

(4) Layout Drawings

Drawings showing the proposed layout of the construction yards, including associated buildings, fencing and site access. The layout drawings shall, as far as practicable, incorporate the following:

- a. The main access to the construction yards to be located as far as practicable from residential dwellings;
- b. Noisy construction activities shall be located as far as practicable from residential

dwellings;

- c. Temporary acoustic fences and visual barriers.

Traffic Management and Roading – Construction

PCC.17 An Outline Plan (or Plans) shall include a Construction Traffic Management Plan (CTMP). The CTMP submitted with the application (dated May 2011) shall be updated and used as a basis for developing and finalising this plan.

This CTMP shall address the following:

- (a) The staging of the works, including details of any proposals to work on multiple sections of the Project route concurrently;
- (b) Details of construction yard access points where they gain access directly from a local road;
- (c) A general methodology for selecting detour routes; and
- (d) The potential effects on the detour routes selected and how these will be managed to seek to ensure safety for all road users.

PCC.18 A copy of the CTMP shall be provided to the Road Asset Manager at least 20 working days prior to commencement of construction of any part of the Project within the District.

PCC.19 1. Site Specific Traffic Management Plan(s) (SSTMP) shall be prepared following consultation with the following key stakeholders:

- (a) The Council;
- (b) Emergency services (police, fire and ambulance).
- (c) Schools and childcare centres with frontage or access to roads within which works in relation to the relevant part of the Project will take place.

2. The SSTMPs shall be provided to the Manager at least 5 working days for a “minor” SSTMP and at least 10 working days for a “major” SSTMP prior to the commencement of work in that area for certification that:

- (a) They are consistent with the CTMP
- (b) Consultation has been undertaken with key stakeholders; and
- (c) That all the details required under this condition are shown, along with any other matters relevant to managing the effects of construction traffic.

3. The SSTMP shall describe the measures that will be taken to manage the traffic effects associated with the construction of specific parts of the Project prior to construction of the relevant part(s) of the Project commencing.

In particular SSTMP(s) shall describe:

- (a) How it is consistent with the CTMP;

- (b) Temporary traffic management measures required to manage impacts on road users during proposed working hours;
- (c) Delay calculations associated with the proposed closure/s and detour routes;
- (d) The capacity of any proposed detour route(s) and their ability to carry the additional traffic volumes and any known safety issues associated with the detour route, including any mitigation measures the Requiring Authority proposes to put in place to address any identified safety issues;
- (e) Individual traffic management plans for intersections of the proposed Project with arterial roads;
- (f) Measures to maintain, where practicable, existing vehicle access to adjacent properties and businesses;
- (g) Measures to maintain, where practicable, safe and clearly identified pedestrian and cyclist access on roads and footpaths adjacent to the construction works. Where detours are necessary to provide such access the Requiring Authority shall provide for the shortest and most convenient detours which it is reasonably practicable to provide, having regard to safety;
- (h) Any proposed temporary changes in speed limit;
- (i) Provision for safe and efficient access of construction vehicles to and from construction site(s); and
- (j) The measures that will be undertaken by the Requiring Authority to communicate traffic management measures to affected road users and stakeholders.

For the purposes of this condition, a “minor” SSTMP shall be defined as involving works of 5 or less days in duration, and a “major” SSTMP shall be defined as involving works of more than 5 days in duration.

- PCC.20 The CTMP and SSTMP(s) shall be consistent with the version of the NZ Transport Agency Code of Practice for Temporary Traffic Management (COPTTM) which applies at the time the CTMP or the relevant SSTMP is prepared.
- PCC.21 The Requiring Authority shall carry out regular inspections of the road networks affected by the Project during construction, to ensure that all potholes and other damage resulting from the construction of the Project are repaired as soon as practicable.
- PCC.21A The Requiring Authority shall ensure that procedures are adopted to prevent the deposition of slurry, clay or other materials on the roads by vehicles leaving the site where such material is liable to cause a nuisance or hazard. Procedures shall include but not be limited to use of an on-site wheel wash.
- PCC.22 As soon as practicable following completion of construction of the Project the Requiring Authority shall, at its expense, conduct a post-construction condition survey of the road network affected by the Project. The results of the pre and post construction surveys will be compared and where necessary, the Requiring Authority shall at its expense arrange for repair of any damage to the carriageways and footpaths (and associated road components), for which the Council is the road controlling authority, where that damage has resulted from the impacts of construction of the Project.

Construction Noise and Vibration Management

PCC.23 An Outline Plan (or Plans) for the construction of any part of the Project located within the District or for the construction of any Project stage within the District shall include a Construction Noise and Vibration Management Plan (CNVMP). The draft CNVMP submitted with the application (dated July 2011) shall be used as a basis for preparing this plan.

The CNVMP shall:

- (a) Be prepared by a suitably qualified acoustics specialist;
- (b) Include specific details relating to methods for the control of noise associated with all relevant Project works, which shall be formulated to, as far as practicable, comply with the following criteria in accordance with NZS 6803:1999:

| Day | Time | L _{Aeq(15 min)} | L _{AFmax} |
|-----------------------------|---------------|--------------------------|--------------------|
| Weekdays | 0630h - 0730h | 55 dB | 75 dB |
| | 0730h - 1800h | 70 dB | 85 dB |
| | 1800h - 2000h | 65 dB | 80 dB |
| | 2000h - 0630h | 45 dB | 75 dB |
| Saturday | 0630h - 0730h | 45 dB | 75 dB |
| | 0730h - 1800h | 70 dB | 85 dB |
| | 1800h - 2000h | 45 dB | 75 dB |
| | 2000h - 0630h | 45 dB | 75 dB |
| Sundays and public holidays | 0630h - 0730h | 45 dB | 75 dB |
| | 0730h - 1800h | 55 dB | 85 dB |
| | 1800h - 2000h | 45 dB | 75 dB |
| | 2000h - 0630h | 45 dB | 75 dB |

- (c) Address the following aspects with regard to managing the adverse effects of construction noise:
 - i. Noise sources, including machinery, equipment and construction techniques to be used;
 - ii. Predicted construction noise levels;
 - iii. Hours of operation, including times and days when noisy construction work and blasting would occur;
 - iv. The identification of activities and locations where structural noise mitigation measures such as temporary barriers or enclosures may be used;

- v. Details of which road-traffic noise mitigation options will be implemented early to also mitigate construction noise;
- vi. The measures that will be undertaken by the Requiring Authority to communicate noise management measures to affected stakeholders;
- vii. Mitigation options, including alternative strategies where full compliance with the noise criteria cannot practicably be achieved;
- viii. Schedules containing site specific information;
- ix. Methods for monitoring and reporting on construction noise; and
- x. Include specific details relating to methods for the control of vibration and airblast associated with all relevant Project construction works, which shall be formulated to, as far as practicable, comply with the Category A criteria in the following table, measured in accordance with ISO 4866:2010 and AS 2187-2:2006:

| Receiver | Details | Category A | Category B |
|------------------------|---|---|---------------------------|
| Occupied dwellings | Night-time 2000h - 0630h (transient vibration) | 0.3 mm/s ppv | 1 mm/s ppv |
| | Daytime 0630h - 2000h | 1 mm/s ppv | 5 mm/s ppv |
| All occupied buildings | Daytime blasting – vibration – airblast | 5 mm/s ppv 120 dB L _{Zpeak} | 10 mm/s ppv - |
| | Vibration – transient (including blasting) | 5 mm/s ppv | BS 5228-2 Table B.2 |
| Vibration – continuous | BS 5228-2 50% of Table B.2 values | | |
| | Airblast | - | 133 dB L _{Zpeak} |

- (d) Describe the measures to be adopted in relation to construction vibration including:
- i. Vibration sources, including machinery, equipment and construction techniques to be used;
 - ii. Procedures for building condition surveys at locations close to activities generating significant vibration, prior to and after completion of the works (including all buildings predicted to experience vibration which exceeds the Category A vibration criteria);
 - iii. Procedures for management of vibration by a suitably qualified expert, if measured or predicted vibration and airblast levels exceed the Category A criteria;
 - iv. Procedures for approval by the Council and continuous monitoring of vibration levels and effects by suitably qualified experts if measured or predicted vibration and airblast levels exceed the Category B criteria; and
 - v. The measures that will be undertaken by the Requiring Authority to communicate

vibration management measures to affected stakeholders.

Construction Air Quality (including Dust) Management

PCC.24 An Outline Plan (or Plans) shall include a Construction Air Quality (Dust) Management Plan (CAQMP). The draft CAQMP submitted with the application (dated March 2011) shall be used as a basis for preparing a CAQMP for the Project. The CAQMP shall provide a methodology for managing the effects of dust from construction activities occurring at the site, and shall, as a minimum include:

- (a) Identification and implementation of dust suppression measures appropriate to the environment in which the works are located, and the sensitivity of nearby receptors; and
- (b) Identification of contingency measures to address identified and verified adverse effects on sensitive receptors. Contingency measures may include options such as cleaning houses and buildings.

PCC.25 The CAQMP shall include a process for advising and consulting with the owners and/or occupiers of any residential property where construction activities that have the potential to generate dust will be undertaken within 100 metres of a residential dwelling on that land. The advice and consultation process shall be undertaken at least 20 working days prior to commencement of the works. The Requiring Authority shall manage construction activities as far as it is practicable to be in accordance with the methods discussed with the consulted property owners and occupiers. The CAQMP shall set out how any issues raised in consultation with the owners and occupiers of the properties listed above have been incorporated, and where they have not, the reasons why.

Construction Lighting

PCC.25A The requiring authority shall implement procedures at all times during construction to manage lightspill (if any) to residential properties from any night lighting that is required on the site.

Landscape and Urban Design

PCC.26 An Outline Plan (or Plans) for the construction of any part of the Project shall include a Landscape and Urban Design Management Plan (LUDMP) for the relevant part of the Project. The purpose of the LUDMP is to integrate the Project's permanent works into the surrounding landscape and urban design context. The LUDMP shall be prepared by a suitably qualified landscape architect and urban designer (or similar appropriate person(s) and shall implement:

- (a) the Landscape plans submitted with the applications numbered LA14-15;
- (b) the Transmission Gully Urban and Landscape Design Framework (dated August 2011) and in particular the design principles set out in this document; and
- (c) the certified Ecological Management and Monitoring Plan.

PCC.27 In order to confirm that the LUDMP is consistent with the ecological management measures in the EMMP, the certified EMMP required under the regional resource consents shall be submitted to the Council and Wellington Regional Council for certification. (NB. in respect to Wellington Regional Council certification, this shall be confined to the functions of the WRC including the interrelationship with site specific plans required to be certified by WRC).

PCC.28 All LUDMP(s) shall provide amongst other matters, for:

- (a) Input to earthworks contouring;
- (b) The integration of the Project's permanent works into the surrounding landscape;
- (c) Landscape works within land acquired for the Project which mitigate the effects of the Project on properties in the vicinity of the alignment;
- (d) Retention or relocation of significant existing trees, where practicable; and
- (e) Replacement planting for loss of existing trees, where appropriate and practicable.

PCC.29

The LUDMP(s) shall be prepared in consultation with Te Runanga o Toa Rangatira Inc, PCC (as asset owner), Waitangirua Community Park Design Team, Cannons' Creek Residents' and Ratepayers Association, Maraeroa Marae Executive, and Tokelauan Christian Church and shall include but not be limited to the following:

- (a) Demonstration of how the design principles in the ULDF have been adhered to in the development of the design concepts, including (but not limited to) principles for noise walls, boundary walls and structures (including bridges underpasses and associated retaining walls) which are identified in the ULDF as being in highly sensitive locations;
- (b) A Concept Plan/Report – this shall depict the overall landscape and urban design concept, and provide a framework for the design intent, layout and mitigation proposals.
- (c) Landscape Design Details – these shall include the following details:
 - i. Identification of vegetation to be retained;
 - ii. Identification and protection measures for vegetation to be retained, and make good planting along cleared edges;
 - iii. Proposed planting including plant species, plant/grass mixes, spacing/densities, sizes (at the time of planting) and layout and planting methods including trials;
 - iv. Planting programme – the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each stage of the Project;
 - v. Detailed specifications relating to (but not limited to) the following:
 - Vegetation protection (for desirable vegetation to be retained);
 - Weed control and clearance;
 - Ground preparation (topsoiling and decompaction to provide for rapid plant establishment and ongoing vigour);
 - Mulching; and
 - Plant supply and planting, including hydroseeding and grassing - which shall require:
 1. Any planting to reflect the natural plant associations of the area;
 2. Where practicable, the use of mixes of plant which are of a suitable

richness and diversity to encourage self-sustainability once established; and

3. Any native plants to, so far as practicable, be genetically sourced from the relevant Ecological District;
- vi. A maintenance regime including monitoring and reporting requirements, which is to apply for the three years following that planting being undertaken;
- vii. Waitangirua Entrance feature
- viii. Landscape treatment for noise barriers (for Waitangirua Link Road);
- ix. Landscape treatment for any pedestrian and cycle facilities;
- x. Consideration of:
 - The landscape character of the area;
 - The integration of the works into the natural environment, including streams;
 - Crime Prevention Through Environmental Design (CPTED) principles in urban areas.

(d) All planting works shall be undertaken in accordance with accepted horticultural practice.

PCC.30 Prior to the Requiring Authority undertaking any planting provided for in the LUDMP and throughout the ensuing landscaping maintenance period, all weed species declared as plant pests in the Wellington region by the Wellington Regional Pest Management Strategy shall be controlled and removed from the site of any planting undertaken pursuant to the LUDMP.

PCC.31 The planting identified in a LUDMP shall be implemented in accordance with the LUDMP within the first planting season following the completion of the construction works in each Project stage to which the LUDMP relates, providing climatic conditions are suitable; otherwise at the first practicable opportunity thereafter.

Ecology

PCC.32 As part of the detailed design, the Requiring Authority shall engage a suitably qualified ecologist to ensure that, where practicable, seral scrub and forest (kanuka scrub and forest, mahoe dominated scrub and low forest) is avoided.

Where this vegetation can be avoided and/or effects on them minimised, fencing shall be established to demarcate them. Any contractors working in these areas shall be advised that the fence demarcates work boundaries that shall not be affected by construction work.

Where this vegetation cannot be avoided, all practicable steps shall be taken to minimise the areas of this vegetation that are removed.

Existing Network Utilities

PCC.33 The Requiring Authority shall prepare and implement a Network Utilities Management Plan (NUMP) so that enabling works, design and construction of the Project adequately take account of, and include measures to address, the safety, integrity, protection or, where necessary,

relocation of, existing network utilities.

PCC.34 A copy of the NUMP shall be submitted to the Manager for certification at least 10 working days prior to the commencement of any enabling or construction works on any part of the Project located within the District. The purpose of the certification process is:

1. to confirm that the appropriate liaison with infrastructure providers has occurred and that their concerns have been taken into account where appropriate; and
2. that the NUMP conditions NZTA.59 to NZTA.70 have been appropriately addressed.

PCC.35 The NUMP shall include, but need not be limited to, the following matters:

- (a) The methods the Requiring Authority will use to liaise with all infrastructure providers who have existing network utilities that are directly affected by, or located in close proximity to, the part of the Project in the District including the process for:
 - i. Network utility provider approval of proposed works on their utilities; process for obtaining any supplementary authorisations (e.g. easements and/or resource consents; and
 - ii. Protocols for inspection and final approval of works by network utility providers.
- (b) The methods the Requiring Authority will use to enable infrastructure providers to access existing network utilities for maintenance at all reasonable times, and to access existing network utilities for emergency works at all times, whilst construction activities associated with the Project are occurring.
- (c) The methods the Requiring Authority will use to seek to ensure that all construction personnel, including contractors, are aware of the presence and location of the various existing network utilities which traverse, or are in close proximity to, the part of the Project in the District, and the restrictions in place in relation to those existing network utilities. This shall include plans identifying the locations of the existing network utilities and appropriate physical indicators on the ground showing specific surveyed locations.
- (d) How the Requiring Authority will meet the costs of any Project-related works that are required in order to protect, relocate and/or reinstate existing network utilities. Such methods shall be consistent with the provisions of the Gas Act 1992, the Electricity Act 1992 and the Telecommunications Act 2001.

PCC.36 The NUMP shall be prepared in consultation with the relevant infrastructure providers who have existing network utilities that are directly affected by the Project and, in addition to the matters listed in Condition PCC.35, shall include:

- (a) Measures to be used to accurately identify the location of existing network utilities,
- (b) Measures for the protection, relocation and/or reinstatement of existing network utilities;
- (c) Measures to seek to ensure the continued operation and supply of infrastructure services which may include, but not be limited to, any new or relocated gas pipes being made operational prior to the termination of existing gas lines;
- (d) Measures to provide for the safe operation of plant and equipment, and the safety of workers, in proximity to live existing network utilities;

- (e) Measures to manage potential induction hazards to existing network utilities;
- (f) Earthworks management (including depth and extent of earthworks), for earthworks in close proximity to existing network utilities;
- (g) Vibration management for works in close proximity to existing network utilities;
- (h) Emergency management procedures in the event of any emergency involving existing network utilities;
- (i) As built drawings showing the relationship of the relocated utility to the Main Alignment shall be provided to utility owners within three months of completion of the utility relocation; and
- (j) Provision, both physical and legal, shall be made for future maintenance access to utilities to a standard at least equivalent to that currently existing.

PCC.37 Prior to the commencement of construction, the Requiring Authority shall, as part of the NUMP, seek to ensure that the operation and maintenance of the Project does not unduly constrain access to existing and/or relocated network utilities for maintenance purposes on an ongoing basis.

PCC.38 Prior to the commencement of construction, the Requiring Authority shall, accurately locate the assets of Powerco on the following property and, if requested by Powerco, physically peg out the extent of the designation boundary :

- Road reserve at the intersection of Warspite Avenue and Niagara Street

PCC.39 The Requiring Authority shall give reasonable notice and make reasonable endeavors to:

- (a) Liaise with all relevant network utility operators in relation to any part of the works within the designation where their infrastructure may be affected; and
- (b) Make reasonable and relevant changes requested by such network utility operators, to the relevant design plans and methodologies, to ensure that access to, maintenance and the operation of all network utility infrastructure within the designated area is not adversely affected.

Transpower Specific Conditions (part of a separate agreement between PCC and Transpower)

Explanatory Note: Transpower conditions apply to both NoRs 7 and 8

PCC.40 All works or activities associated with the the Project and ancillary roads and activities shall be designed and undertaken to comply with the Code of Practice for Electrical Safety Distances 2001 (NZECP 34:2001). In this regard, the Requiring Authority shall liaise with Transpower New Zealand Limited during the design of the Project. All works shall be designed to ensure the adequate protection of existing transmission lines and any potential adverse effects associated with the construction and operation of the roads within the designations. For completeness, NZECP 34:2001 includes the following requirements:

- (a) All machinery and mobile plant operated within the designation area shall maintain a minimum clearance distance of 4 metres from all transmission lines located within that area.

- (b) In accordance with Section 4 of the NZECP 34:2001 no material shall be deposited (either permanent or temporary) under or near any National Grid transmission line without the approval of Transpower. This is to ensure the safe NZECP 34:2001 (Table 4) separation distances from the lines are always maintained.

All of the above requirement shall apply unless prior written approval is given by Transpower.

- PCC.41 If compliance with NZECP 34:2001 cannot be achieved, the Requiring Authority shall consult with Transpower New Zealand Limited who will identify acceptable alternative options.
- PCC.42 The Requiring Authority shall ensure that existing access arrangements to Transpower's existing works are retained where practicable. Where the Requiring Authority requires or causes a change in access arrangements, alternative arrangements shall be provided, in consultation with Transpower New Zealand Limited that provides safe four wheel drive 24 hour access to the line conductors during the construction period or other options that will enable Transpower to undertake necessary works. Once construction has been completed the maintenance of access tracks shall be the responsibility of Transpower.
- PCC.43 All trees and vegetation planted shall be selected and located to ensure that no part of any tree (when mature) will encroach within a (4) metre clearance from transmission line conductors. The 4 metre clearance relates to vertical, horizontal and felling distance clearances and shall take account of the maximum conductor swing and sag.
- PCC.44 The Requiring Authority shall ensure that the discharge of contaminants to air from the site during construction of the Project does not create any dust hazard or nuisance to the transmission assets managed by Transpower New Zealand Limited. The Requiring Authority shall produce, in consultation with Transpower New Zealand Limited, as part of the Construction Management Plan, measures to identify how those potential dust effects will be managed around the transmission network.

Permanent Lighting

- PCC.45 Lighting shall be designed and screened to minimise the amount of lighting overspill and illumination of residential areas, and shall be designed in accordance with the relevant rules of the District Plan.

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APPENDIX F: K0411 STATE HIGHWAY 1 (Rural Section)**Conditions for Rural Section Upgrade (Pukerua Bay-Plimmerton)****Introduction**

1. In this designation all references made to meterages are to those numerical references specified in the Landscape Mitigation and Enhancement Proposal Plans in Appendix 3. Until detailed design is carried out it is impracticable to be definitive about the precise locations. Accordingly all locations referred to are approximate unless the text states otherwise. Actual locations are to be identified in the drawings and specifications to be certified as required by these conditions.

Scope and extent of work

2. The location, design, construction and implementation of the works shall be as described in the notice of requirement dated 17 July 1997 and in the supporting information entitled *State Highway 1 Upgrade, Rural Section Upgrade (Pukerua Bay – Plimmerton) Notice of Requirement, Resource Consent Applications, Assessment of Effects on the Environment* dated July 1997 as prepared for Transit by Beca Carter Hollings and Ferner Ltd, together with its associated annexes, reports, plans and cross sections, subject to final design and subject to any modifications required to comply with any of the conditions of the requirements.

Certification of final design

3.
 - (a) Prior to commencing the Rural Section upgrade, Transit shall submit to the PCC detailed drawings, specifications and such other information as the General Manager, Environment and Regulatory Services, PCC may require to enable that officer to certify that the proposed work complies with the designation;
 - (b) Transit shall not commence the Rural Section upgrade until that PCC officer has certified that the proposed work complies with this designation.
 - (c) The General Manager, Environment and Regulatory Services, PCC may give such certificates in respect of sections of the work if that officer considers it is practical to do so.
 - (d) Such certificates may be given subject to a condition that details of specified aspects of the upgrade are provided later if the said officer considers it is impractical to certify an aspect of the work until a later time, provided that the relevant aspect of the work must not be undertaken without certification.
 - (e) When certifying final proposals particular regard shall be had to the intention to avoid, if practical, any adverse environment effects on the Taupo Swamp and to remedy and mitigate any such effects which do occur.

Complaints Register

4. Transit shall maintain a permanent record of any complaints received alleging adverse effects from its operations within the designation or any breach of these conditions. The record shall include the name and address (as far as practicable) of the complainant; identification of the nature of the matter complained about; date and time of complaint and of the alleged event; weather conditions at the time of the alleged event (as far as practicable); and any remedial action taken. This record shall be made available to the General Manager, Environment and Regulatory Services, PCC, on request.

Protocol for discovery of koiwi, taonga or other artefact material

5. If koiwi, taonga or other artefact material is discovered in any area, Transit shall ensure that Ngati Toa Rangatira is immediately contacted through Te Runanga O Toa Rangatira Incorporated, and construction work in that area shall stop for a reasonable time (to be determined if necessary by the General Manager, Environment and Regulatory Services, PCC) to allow a site inspection by Ngati Toa Rangatira and their advisors. Transit shall then consult with Ngati Toa Rangatira on appropriate steps to allow recovery of the artefacts prior to work resuming.

Protection of landscape and ecological values of Taupo Swamp

6. To protect the landscape and ecological values of the Taupo Swamp, Transit shall, after consultation with the Queen Elizabeth II National Trust, undertake the following measures within the boundaries of the designation, in general accordance with the *Landscape Mitigation and Enhancement Proposal Plans* in Appendix 3 and as summarised in the Table 1 Appendix 2 and to the satisfaction of the General Manager, Environment and Regulatory Services, PCC:
 - (a) South of Airlie Road intersection, between approximately meterage 4250 west and 6550 west provide for farm runoff through the proposed culvert drainage system but treat road runoff separately from farm runoff.
 - (b) Between meterage 4250 and 6550 west, provide erosion control measures and scour protection at the culvert outlets. To achieve erosion and sedimentation mitigation, provide small swales at the culvert outlets to spread the flow and maximise the buffering effect of the Taupo Swamp itself.
 - (c) For road runoff along the length of the designation, provide a kerb and channel in the cut areas and either a kerb and channel or a dish channel along the edges of the highway (with preference being for a dish channel where the road abuts the existing

Taupo swamp edge).

- (d) For the channels specified in condition 6c. hereof, between meterage 4250-6550 east and west as gradient dictates, provide and maintain in good operational condition, siphon sumps which incorporate a sediment debris collection sump in the base and a siphon outlet to prevent the discharge of floatable material.
- (e) Between meterage 4250-6550 west, direct storm water discharge from the siphon sumps on the eastern side of Stage Highway 1 to the small eastern wetlands unless the General Manager, Environment and Regulatory Services, PCC, certifies that it is impractical to do so, in which case it may be discharged directly into the main Taupo Swamp on the western side of the highway.
- (f) Between meterage 4400-6550 west, control and take all practicable steps to eradicate invasive grasses and exotic weeds between the road edge and toe of the batter abutting the swamp and also replant the batter using locally sourced native seedlings to encourage self-sustaining regeneration, suppress weeds and filter runoff.
- (g) As far as practicable between meterage 4400-6550, control grasses, blackberry, broom and other exotic weeds between the toe of the batter abutting the swamp and the designation boundary from meterage 4400-6550 west. Allow reasonable access to enable Queen Elizabeth II National Trust to re-vegetate these areas by planting locally cut flax fans and other native plants.
- (h) Provide for fish passage in the design and installation of culverts and other works. All culverts south of meterage 4550 shall be designed and constructed so as to maintain upstream water levels in the two remnant swamp areas east of State Highway 1 (located at 5050 west and 5400 west).

Restoration and enhancement of southern remnant wetland area east of SH1

- 7. Other than to the extent necessary as a consequence of final design of the road carriageway or to comply with any other condition of this designation, the area of the southern remnant wetland area to be filled shall be confined to that shown in the Landscape Mitigation and Enhancement Proposals Plans in Appendix 3, and all earthworks required to fill that area shall not encroach further into the wetland than 3m beyond the toe of the proposed filled batter shown on Plan 5.
- 8. In the design and construction of the realigned road Transit shall ensure that finished water levels are sufficient to facilitate the regeneration of the flax tussock land ecosystem within the southern remnant wetland east of SH1 that is within the designation boundaries. Finished water levels shall not be raised beyond the designation boundaries.

Encroachment into northern remnant wetland

9. Other than to the extent necessary as a consequence of final design of the road carriageway or to comply with any other condition of this designation, the area of the southern remnant wetland area to be filled shall be confined to that shown in the Landscape Mitigation and Enhancement Proposals Plans in Appendix 3, and all earthworks required to fill that area shall not encroach further into the wetland than 3m beyond the toe of the proposed filled batter shown on Plan 5.

Retention of key views of Taupo Swamp

10. To retain key views of the Taupo Swamp from the State highway (in particular between meterages 4500-4650, 4900-5200 and 6200-6300), Transit shall, to the satisfaction of the General Manager, Environment and Regulatory Services, PCC, undertake the following measures within the boundaries of the designation, in general accordance with the Landscape Mitigation and Enhancement Proposal Plans in Appendix 3 and as summarised in Table 1 in Appendix 2:
- (a) Investigate at detailed design stage (having regard to the need to avoid flooding and the issues of safety and efficiency) the practicality of raising and/or splitting the road into two levels, with the eastern lanes being slightly higher in order to assist motorists to gain views of the swamp across the western lanes and to assist reduce the apparent mass of the road.
 - (b) Use wire rope (or similar suitable barrier) instead of concrete for any safety barrier at meterages 4400-6550 unless the General Manager, Environment and Regulatory Services, PCC, certifies that an alternative is acceptable.
 - (c) Keep mown any strips of grass along the edge of the highway.
 - (d) Develop a viewing location beside part of the former Stage Highway 1 road near Airlie Road turnoff at meterage 4450 west. Remove the willows from the swamp immediately adjoining the viewing area.

Landscape restoration at the eastern edge of Taupo Swamp, on redundant areas of highway and along the entire road corridor

11. Transit shall reinstate the native vegetation character within the roading corridor by planting on the mounded areas and on the cut and fill batters, including the interface between the road and the Taupo Swamp. In particular, Transit shall undertake the following measures within the designation boundaries, in general accordance with the Landscape Mitigation and Enhancement Proposal Plans in Appendix 3, and as summarised in Table 1 in Appendix 2 and to the satisfaction of the General Manager, Environment and Regulatory Services, PCC:
- (a) On the cut batters along both sides of the highway throughout the entire length of the designation shape the upper portion of the cut batters to a rounded top to blend in with the landform.
 - (b) On the cut batters along both sides of the highway throughout the entire length of the

designation cut numerous, small, random shelves across the face of the cut batters, place fine material onto the shelves and plant with colonising native species.

- (c) Plant around the contour part way up side valleys at the following selected locations to reduce the appearance of strip vegetation along the road edge at meterages 3850w (west), 4550w, 4670w, 5050w, 5400w, 5750w, 5850w, 5950w, 6150w, 6250w, 6300w.
- (d) Rip and remove all redundant roading as a preliminary step before re-vegetation, including at meterages 3450-3900, 4650-4950, 5300-5650 west.
- (e) Build up mounds on selected areas of redundant road and old areas of cut at meterages 3450-3900, 4650-4950, 5300-5650, 6050, 6170, 6350, and 6450 west. Re-vegetate these mounds with native seedlings, except that grass may be used at meterages 4650-4850.
- (f) Use locally-sourced indigenous plants for any re-vegetation.

Landscape planting and screening at the Airlie Road intersection and in the vicinity of Whenua Tapu Cemetery

- 12. Transit shall, to the satisfaction of the General Manager, Environment and Regulatory Services, PCC, design and implement, for the changed intersection at Airlie Road between meterages 4050 to 4250 west, landscape restoration measures which shall incorporate:
 - (a) An effective and long term planted screen between Whenua Tapu Cemetery and the road carriageway.
 - (b) Landscape planting and earth shaping of earth worked areas, cut or batter slopes, and redundant areas of road.

Timing of landscape work

- 13. Landscape restoration work (other than maintenance and other ongoing work) shall be completed within two planting seasons of the completion of the SH1 road construction works authorised by this designation.

Landscape Management Plan

- 14. Transit shall prepare a comprehensive landscape management plan for the entire designated road corridor incorporating the measures specified in conditions (6) to (12) hereof. This plan shall be prepared by a qualified landscape architect to the satisfaction of the General Manager, Environment and Regulatory Services, PCC, and in consultation with the QE II National Trust particularly in relation to any proposals in the vicinity of the Taupo Swamp. The plan shall detail the proposed timing of restoration work and shall be consistent with the Landscape Mitigation and Enhancement Proposal Plans in Appendix 3 and Table 1 in Appendix 2.

15. The Landscape Management Plan shall specify the continuing steps to be taken to fulfil the intention of these conditions, including replacement of plants which die and maintenance of plants, mown areas and the built environment.

Noise

16. Construction noise shall not exceed the limits specified in Table 1 on page 10 of NZS 4803P:1984: "The Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work" and shall be measured in accordance with that Standard except that on Saturdays and Sundays the week day standards will apply provided the occupier of any dwelling where the noise levels exceed the Saturday and Sunday Standards consents in writing to the week day standards applying and a copy of that written consent is supplied to the General Manager, Environment and Regulatory Services, PCC.
17. The proposed work shall be designed so that in relation to dwelling noise levels shall comply with the Transit draft document entitled "Guidelines for the Management of Road Traffic Noises-State Highway Improvement" dated November 1994.
18. The road surface in the vicinity of the Airlie Road intersection shall be designed and constructed so the operational noise at the Whenua Tapu Cemetery or houses in the vicinity from vehicles using the road shall be no greater than that which would arise from the use of a small grade chip seal surface finish.

Overhead lighting at Airlie Road intersection

19. Any new or changed overhead lighting at the Airlie Road intersection shall be designed so as not to exceed 8 lux on the face of any residential houses close to the intersection.

Protection of trunk sewer and water main

20. Transit shall consult with both PCC and WRC in respect of services and Transit shall ensure that the proposed realignment and construction works do not compromise the function of either the trunk sewer main or the water supply main of the WRC.

Mitigation of dust

21. In order to minimise dust nuisance, Transit shall ensure:
 - (a) That all exposed areas of earth works, stockpiles of earth, and other dust sources which are liable to give rise to dust nuisance beyond the construction site are kept moist so as to avoid any such nuisance.
 - (b) That all earth works materials on trucks which are carted near urban areas or in any other locality liable to give rise to any dust nuisance beyond the construction site are covered and/or kept moist so as to avoid any such nuisance.

Council Officer

22. The position of General Manager, Environment and Regulatory Services, PCC, is referred to in these conditions. If at any material time there is no such position then the Chief Executive or the Mayor of the PCC may, by notice in writing to Transit, identify the relevant officer within the PCC who is at the time responsible for the relevant functions of the former General Manager, Environment and Regulatory Services.

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APPENDIX G: K0412 STATE HIGHWAY 1 (Urban Section)

Transit New Zealand Urban Section Upgrade (Paremata-Plimmerton)

RESTRICTIONS, TERMS AND CONDITIONS

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Note: the following conditions are those imposed by Environment Court decision W52/2001 and amended by Consent Order dated 15/3/2011.

Requiring authority

- I. *Transit New Zealand ('Transit') is the requiring authority responsible for the designation.*

Objectives of the Work

- II. *The objectives of the Work are as follows:*

- *To relieve existing congestion problems associated with this section of the State Highway 1 coastal route; and*
- *To assist in ensuring that, during the interim period pending construction of the Inland Highway route, there is a sufficient level of service afforded in relation to the existing coastal highway route by enhancing traffic capacity between Plimmerton and Paremata.*

Boundaries of the designation

1. The land (in this designation called "the Land") which is subject to the designation and to which this designation applies is within the Porirua City Council (in this designation referred to as "PCC") district boundaries, and is as follows:
 - 1.1 The road reserve for the existing SH1 including the land shown in the Porirua City District Plan ("POP") as designated for "Limited Access Road" (Reference K0401) and for "Road (State Highway)" (Reference K0402);
 - 1.2 Specified additional land adjacent to the existing SH1, including land contained within the boundaries of various properties with frontages to SH1; and
 - 1.3 Specified additional land in the vicinity of the approaches to a new bridge proposed to be constructed in the vicinity of Pauatahanui Inlet near Paremata to the west of the existing SH1 bridge; and
 - 1.4 Specified additional land in the vicinity of Taupo Stream, in Plimmerton and various specified roads and streets including Plimmerton Drive, James Street in Plimmerton and portions of various other streets in the vicinity of their intersections with the existing SH1, including Steyne Avenue, Pope Street, Pascoe Avenue and other land – each as shown on the Plans in Appendix 1 attached hereto as being within the PCC district boundaries.

Properties subject to the designation

2. Those properties which are the subject of this designation are all of those properties listed in Appendix 2.

Building Line Restrictions

3. The parts of the land at 182, 184, 186 and 188 St Andrews Road, Plimmerton to which the proposed Building Line Restrictions apply are shown on Plans E and RLR E in **Appendix 1**. On those parts of the Land within the areas shown on those Plans, the nature of the proposed restrictions is that in respect of each of the relevant properties no person may without the prior written consent of Transit New Zealand:

- 3.1 Erect, reconstruct, place, alter or extend any structure in, on, under or over the Land where this would involve any excavation or disturbance of Land;
- 3.2 Introduce or plant any tree, bush or other plant or vegetation (excluding any grass or other shallow rooting vegetation) where this would involve any excavation or disturbance of the Land or the intrusion of any root system into that Land, and which may affect any retaining wall or anchor support; or
- 3.3 Excavate, drill, tunnel or disturb the Land (except where this is necessary for and in relation to the planting or removal of any grass or other shallow rooting vegetation).

Scope and extent of work

4. Subject to and in accordance with its terms and conditions, this designation authorises the NZTA to undertake a work (in this designation called 'the Work') being the construction, operation and maintenance of that section of SH1 as shown on preliminary design plans A to M inclusive in **Appendix 1** (the 'Plans') and associated works and activities. The scope and extent of the Work shall be generally in accordance with the Plans, subject to final design and any minor modifications required to comply with any condition of this designation. This condition is subject to the following, 1 March 2012:
 - (a) The portions of the northbound and southbound kerbside lanes where Clearway Hours will operate shall be those shown marked 'Parking Permitted Except When Clearway Operates' on Plans GA (November 2010) to JA in **Appendix 1a**, unless and until replaced with plans amended in accordance with condition 55.1a.
 - (b) The modifications to the Work shown on Plans Ga (November 2010) to Ja in **Appendix 1a** (or plans amended in accordance with condition 55.1a) may be constructed, operated, maintained and upgraded.

Certificate of final design

5. The following shall apply to all aspects of the Work other than landscaping (to which conditions 6 to 8.17 apply) and operational and construction noise mitigation (to which conditions 18 to 27 apply):
 - 5.1 Prior to commencing the Work, Transit shall submit to the PCC detailed drawings, specifications and other such information as the PCC may reasonably require to enable the PCC to certify that the Work is in accordance with the designation.
 - 5.2 Transit can seek such certificates in respect of any particular section or aspect of or for the whole Work.
 - 5.3 Transit shall not commence the Work (or any section or aspect of it) until the PCC has certified that the Work (or that section or aspect of it) is in accordance with the designation.

- 5.4 Any certificates under **condition** 5.3 may be given subject to a condition that details of specified aspects of the Work be provided at a later date if the PCC is satisfied that it is impractical or unreasonable for Transit to be required to provide those details at the time certification is sought.

Maintenance of built structures

- 5A Transit shall, following completion of the Work, maintain all structures located within the designation boundaries that are built in accordance with these conditions [8,7] (cut face at Steyne Avenue, [8.8] (Goat Point access way and fence or wall), [11 &12] (lighting), [23] (acoustic fence), [29] (Plimmerton Pedestrian over bridge), [35] (signage), and [46] (handrails).

Landscaping

6. In carrying out the detailed design for the Work, Transit shall engage a practising landscape architect to advice on the carrying out of landscaping in accordance with the conditions of this designation.
7. Landscaping work (other than maintenance and other ongoing work) shall be:
- 7.1 Commenced and substantially progressed within one planting season after the completion of construction of the Work authorised by this designation; and
- 7.2 Completed before the end of the next planting season.

Maintenance of landscaping

- 7A Transit shall, following completion of the Work, maintain all landscaping work undertaken in accordance with these conditions. Maintenance shall include replacement of any plants that perish or are damaged by the Work (e.g. because of changes to ground water or damage to root systems or canopies).
8. Landscaping shall be undertaken by Transit in accordance with the following:

Landscape design principles

- 8.1 (a) Transit shall retain as far as practicable the essential elements that contribute to the character of the area;
- (b) To retain some of the diversity of character which currently exists, new fences shall vary in height, materials, vegetation, line and setback, subject to agreement with individual property owners;
- (c) The various treatment methods used shall include varying materials, design and planting to create a non-uniform streetscape.

Plimmerton Weighstations – James Street

- 8.2 Transit shall landscape the area of the Plimmerton Weighstations south through to the vicinity of the intersection of James Street with St Andrews Road (including the Plimmerton Roundabout and environs) shown in the Plimmerton Weighstations - James Street

Concept Plan (being Concept Plans 1A, 1B, 1C, 1D, 1E, 1F and, 1G in **Appendix 3**) in general accordance with that Concept Plan and the Landscape Plan required to be submitted under **condition 8.17** and to the reasonable satisfaction of the PCC.

8.2A In addition to the landscaping required by **condition 8.2**, Transit shall enter into consultation with Commercial Vehicle Investigation Unit of NZ Police (CVIU) to seek agreement to:

- (a) Carry out additional excavation to reduce the slope of the batter east of the proposed Weigh Station, and plant the batter with native vegetation;
- (b) Determine the requirement for the paved area north and south of the Weighstation buildings, and determine whether it is possible to include additional planting in areas within the vicinity of the Weigh Station; and
- (c) Substitute the concrete barrier with a vegetated strip of approximately 2 to 2.5 m wide with a centrally located steel W-Section [ARMCO] guard rail.

Such modifications shall be in accordance with condition 8.2 and to the reasonable satisfaction of PCC.

Plimmerton roundabout to Steyne Avenue

8.3 Transit shall offer to the owner to replace, at Transit's cost, the existing hedge outside the SH1 frontage of the Spinnaker Motel (located at the south eastern corner of Grays Road and St Andrews Road), with a hedge or fence within the motel site and in consultation with the property owner and, if the owner so desires, shall undertake that replacement.

8.4 Transit shall, as far as practicable, ensure undisturbed retention of the group of Pohutakawa trees on the northern side of Grays Road along the Grays Road frontage of number 1 Grays Road and adjacent to SH1.

8.5 Transit shall retain, where practicable, the trees on the northern side of Steyne Avenue at the intersection with SH1, within the designation boundary adjacent to 75 Andrews Road.

8.5A If it is not practicable to retain undisturbed trees specified in **conditions 8.4 and 8.5**. Transit shall where practicable and under the supervision of Transit's landscape architect transplant the subject tree(s) to a nearby suitable position within the designation boundary.

St Andrews Road property frontages

8.6 Transit shall construct and finish the fence referred to in **condition 23** in general accordance with a fencing plan which shall incorporate the following principles:

- (a) Varied faces, styles and heights, incorporating features shown in the examples in Appendix 4 Figures 2, 3, 6 of the Agreed Memorandum; and
- (b) An alternating of the position of the fence within the 500mm available space.

The fencing plan shall be developed as follows:

- i. Transit shall consult as to the street-facing treatment and finish of the fence with the PCC;
- ii. Transit shall consult as to the property-facing treatment and finish of the fence (including with regard to the selection of materials and design) with the owners of the properties at 75-91 St Andrews Road;
- iii. After incorporating such reasonable changes as may be requested during such consultation, Transit shall finalise the fencing plan (the street-facing treatment and finish thereof being to the reasonable satisfaction of the PCC) and provide copies of it to those property owners and the PCC prior to commencing construction of the fence.

Cut Face at Steyne Avenue Intersection

- 8.7 Transit shall landscape the cut face opposite the intersection of Steyne Avenue and - St Andrews Road shown in the Steyne Avenue Cut Face Landscape Concept Plan (being Concept Plan 2 in **Appendix 3**) in general accordance with that Concept Plan and the Landscape Plan required to be submitted under **condition 8.17** and to the reasonable satisfaction of the PCC.

Goat Point

- 8.8 Transit shall provide a pedestrian access way west of State Highway 1 in the vicinity of Goat Point. Transit shall, in designing such pedestrian access way consult with the Plimmerton and Paremata Residents' Associations and the PCC about alternative design options, for structures for the provision of the pedestrian access way including options relating to fences, location and height of the access way relative to the carriageway, and surface treatment of any vertical structures. In the design of the pedestrian access way regard shall be given to the following design principles:

- (a) The protection of pedestrians from vehicle traffic;
- (b) Vertical and horizontal separation of pedestrians from vehicle traffic where practicable;
- (c) The safety and security of pedestrians including night security;
- (d) The importance of westward views of the sea from numbers 150 to 166 St Andrews Road and from passing vehicles;
- (e) The finished appearance of any fences or structures.

Mana commercial area frontage

- 8.9 Transit shall seek agreement from the owner of that privately-owned land shown in the Mana Retail Area Frontage Concept Plan (being Concept Plan 3 in **Appendix 3**) and, for this purpose, not less than 3 months prior to the commencement of construction of that section of the Work shown on plan G in **Appendix 1** as south of Acheron Road, Transit shall:

- (a) Give written notice to the owner of that privately-owned land shown in that Concept Plan, specifying the following:

- i. A copy of the Concept Plan; and
 - ii. A description of the landscaping which Transit seeks to undertake on that land (at Transit's cost) in accordance with that Concept Plan, if the owner so agrees; and
 - iii. An offer to the owner to agree to allow Transit to undertake the landscaping of that land; and
 - (b) Pursue all reasonable endeavours in consultation with the owner during that period of not less than 3 months in order to secure such agreement.
- 8.10 Except as provided in **condition 8.11**, Transit shall landscape those parts of the privately - owned land shown in Concept Plan 3 in **Appendix 3** in general accordance with that Concept Plan and any Landscape Plan required to be submitted under condition 8.17 and to the reasonable satisfaction of the PCC.
- 8.11 Where, on the expiry of 3 months after Transit has given notice to the owner of the privately - owned land shown in Concept Plan 3 in **Appendix 3**, the owner has not agreed to the landscaping of that land:
- (a) Transit shall inform PCC accordingly; and
 - (b) Transit shall not be required to comply with condition 8.10.
- 8.12 Transit shall keep available for inspection on request by the PCC, records of the following:
- (a) The written notice given in accordance with **condition 8,9(a)**;
 - (b) Any response to that written notice.

Modifications to property frontages

- 8.13 In respect of all properties adjacent to the Work except those covered by Conditions 8.3 to 8.6 (dealing with hedges and trees from Plimmerton roundabout to Steyne Avenue and St Andrews Rd property frontages) and 8.9 to 8.12 (dealing with the Mana commercial area frontage) the following shall apply:
- (a) Prior to the commencement of construction, Transit shall:
 - i. Provide to the PCC, a list of all such properties (in this **condition** called "Affected Property" or "Affected Properties") in respect of which SH 1 road reserve immediately contiguous with that land (in this condition referred to as "road reserve frontage") will be modified by the carrying out of the Work;
 - ii. Consult with the PCC as to:
 - A. The nature of the road reserve frontage modifications proposed to be undertaken contiguous with the Affected Properties;
 - B. The options proposed to be offered to owners for reinstatement including reinstatement of boundary fences and retaining walls (including, but not limited to, the cottons illustrated in Figures 2 to 8 in **Appendix 4**), replacement of boundary plantings of hedges and vegetation and reinstatement of vehicle crossing places; *and*

- C. The process which Transit will follow in its dealings with the owners on these matters;
- (b) Not less than 3 months prior to the carrying out of any modification of the road reserve frontage contiguous with any Affected Property, Transit shall give written notice to the owner of the Affected Property specifying the following:
- i. A description of the nature of the modification proposed to be undertaken of the road reserve frontage contiguous with the Affected Property (including in relation to boundary fences and retaining walls, hedges, trees or other vegetation, and driveway entrances);
 - ii. A description of options proposed to be undertaken to reinstate that road reserve frontage including options for the replacement, design and construction of any boundary fences and retaining walls, and for replacement of any boundary plantings of hedges and vegetation and the design and treatment of vehicle crossing places (including, but not limited to, the options illustrated in Figures 2 to 8 in **Appendix 4**);
 - iii. An invitation to the owner to notify Transit within a specified period of not less than one month of whether or not the owner agrees to enter into discussions with Transit as to the selection of suitable road reserve frontage reinstatement options or otherwise to inform Transit of the owner's preference in regard to the proposed options;
 - iv. A statement informing the owner of any ability for owners of Affected Properties to have access to any expert adviser (nominated by Transit to the reasonable satisfaction of the PCC);
- (c) Transit shall keep records available for inspection on request by the PCC of the following:
- i. All written notices given in accordance with clause (b) of this condition;
 - ii. All responses received to those written notices;
 - iii. Those Affected Properties in respect of which responses have not been received.
- (d) Except as provided in **condition 8.13(e)** Transit shall, in consultation with each Affected Property owner (and, if so requested by the owner, with any expert adviser so nominated), design and implement the road reserve frontage reinstatement works and shall notify the PCC once those reinstatement works have been implemented in respect of each Affected Property;

(e) Where, on the expiry of 3 months after Transit has given notice to an owner of an Affected Property under **condition 8.13(b)**, the owner has not agreed with Transit as to road reserve frontage reinstatement works or could not after reasonable enquiry be found:

- i. Transit shall inform the PCC accordingly;
- ii. Transit shall not be required to comply with condition 8.13(d) in respect of that Affected Property;
- iii. Transit shall, in its construction of that section of the Work immediately adjacent to that Affected Property, take practicable measures to mitigate to the reasonable satisfaction of the PCC any adverse effects of the construction of the Work on the road reserve frontage of that Affected Property (including in relation to boundary fences and retaining walls, trees and other vegetation and driveway crossing places).

Steyne Avenue to Paremata Bridge

8.14 Where any existing established tree on any Affected Property is required to be removed in order to construct the Work, Transit shall offer to the Property owner, at Transit's cost, to replant or replace the tree, where practicable.

Paremata Bridge to south of Paremata Roundabout

8.15 Transit shall landscape the area of the Paremata Bridge through to south of the Paremata Roundabout shown in the Paremata Bridges-Paremata Roundabout Concept Plan (being Concept Plans 4A, 4B and 4C in **Appendix 3**) in general accordance with that Concept Plan and the Landscape Plan required to be submitted under **condition 8.17** and to the reasonable satisfaction of the PCC.

8.16 In general accordance with the Paremata Bridges-Paremata Roundabout Concept Plan (Concept Plans 4A, 4B and 4C in **Appendix 3**) and any Landscape Plan required to be submitted under **condition 8.17** and to the reasonable satisfaction of the PCC, Transit shall:

- (a) Construct a walkway on the northern side of Pauatahanui Inlet under the existing and proposed bridges to link the beaches to their east and west; and
- (b) Re-establish screen planting between SH 1 and Paremata School which will be removed in the construction of the SH58 southbound on-ramp onto SH1.

Landscape plans

8.17 Where Transit is obliged under any of **conditions 8.2, 8.7, 8.10, or 8.15** to undertake landscaping, Transit shall arrange for the following landscape plans to be prepared by a qualified landscape architect to the reasonable satisfaction of the PCC:

- (a) Landscape plans demonstrating how Transit will implement the Plimmerton Domain, Plimmerton - Weighstations to James Street, and Mana Retail Area Frontage Landscape Concept Plans set out in **Appendix 3**, such landscape plans:
 - i. To detail those matters outlined in the Landscape Concept Plans (including in

- relation to ground levels and contours, the locations and species of major trees to be planted, and the areas, shapes and heights of areas of plantings) and maintenance and upkeep; and
- ii. To be submitted to the PCC not less than one month prior to commencement of construction of the section of the Work between the Plimmerton Weighstations and Steyne Avenue;
- (b) A landscape plan demonstrating how Transit will implement the Steyne Avenue Cut Face Concept Plan set out in **Appendix 3**, such landscape plan:
- i. To detail those matters outlined in the Steyne Avenue Cut Face Landscape Concept Plan (including details of the locations and species of major trees to be planted, the areas, shapes and heights of areas of plantings, facing treatment for excavated surfaces), taking into account the reasonable preferences of owners of 188, 186, 184 and 182 St Andrews Road ascertained through consultation with them; and
 - ii. To be submitted to the PCC not less than one month prior to commencement of construction of the section of the Work between James Street and Pope Street.
- (c) A landscape plan demonstrating how Transit will implement the Paremata Bridges - Paremata Roundabout Landscape Concept Plan set out in **Appendix 3**, such landscape plan:
- i. To detail those matters outlined in the Landscape Concept Plan including ground levels and contours, the locations and species of major trees to be planted, the areas, shapes and heights of areas of plantings, the walkway and re-establishment of screen planting between SH1 and Paremata School referred to in **condition 8.16**; and
 - ii. To be submitted to the PCC not less than one month prior to commencement of construction of the section of the Work between the northern approaches to the Paremata Bridges and the southern boundary of the designation.

Earthworks

9. All earth filling shall be carried out in accordance with Transit standard specification F1.
10. The disposal of clean fill material at each of the Deposit Areas along and adjacent to SH 1 shown on Plans C and D in **Appendix 1** shall be completed within three years of commencement of the earthworks for construction of the Work.
- 10A. In undertaking the works to realign the Taupo Stream, to create a variety and more natural appearance, Transit shall modify the stream by widening its course, as far as practicable, within the boundaries of the designation, and in accordance with resource consents WGN 970226(01)-(03) and WGN 970226(7)-(15). Such modification shall be to the reasonable satisfaction of the PCC.

Lighting

11. Lighting provided along the route shall be in accordance with the appropriate classification for "main roads" in AS/NZS 1158:1997.
12. Transit shall ensure that the design and construction of the pedestrian footpath along the western side of SH1 at Goat Point between Steyne Avenue and the Mana Shell Service Station site and under the duplicate Paremata Bridge along the northern and southern shores of the inlet provides for lighting in accordance with standard AS/NZS 1158:1997.

Construction effects mitigation

Construction hours

13. Subject to unforeseen emergency situations, hours of work during the construction phase of the Work shall be:
 - 13.1 Weekdays: 7:30 am to 7:00 pm;
 - 13.2 Saturdays: 8:30am to 5:00pm;
 - 13.3 Special Short Term Operations (being operations which, by their nature, cannot reasonably be undertaken or completed in accordance with **conditions 13.1 or 13.2**): 8pm to 6.30am, weekdays, Saturdays, Sundays and Public Holidays, preceded by written notice being provided to the occupiers of those residences which are both contiguous with the designation and within 500 metres of the location of the intended operations not less than 5 working days prior to such operations commencing, such notice including reference to the location, the nature, and the proposed timing and duration of the operations;
 - 13.4 Sundays and Public Holidays: Except as provided in **condition 13.3**, no work, except for emergency maintenance works for public safety and convenience.

Traffic Management Plan

14. Not less than one month prior to construction of the Work, Transit shall establish a Traffic Management Plan in consultation with the PCC. To demonstrate that traffic will be managed during the construction phase of the Work, so that the section of SH1 is safe at all times and there is minimal disruption to the public and to the normal flow of traffic this Traffic Management Plan shall address the following matters:
 - 14.1 Programme of works;
 - 14.2 Hours of work;
 - 14.3 Proposed Traffic Control Methods:
 - (a) Safety procedures for hazardous substances;
 - (b) A Contingency Plan (including 24 hour call out for emergencies);
 - (c) Public notification procedures (such as Advertisement, Radio Reports);
 - (d) Monitoring and maintenance of Traffic Management Procedures; and
 - (e) Contractors' Traffic Control Supervisors.
15. Without limiting **condition 14**, Transit shall ensure that the PCC is kept reasonably informed of traffic control arrangements made from time to time in relation to:
 - 15.1 Measures such as signs, temporary marker posts, amber flashing lights (night work), temporary bypass traffic lanes, and other such measures;
 - 15.2 Proposed speed restrictions and minimum lane widths; and

15.3 Circulation routes for site traffic.

16. Construction works within the carriageway shall take place, as far as practicable, at times and places that minimise interference with traffic flows, and particularly peak hour traffic flows.

Disruptions to property access

17. Provisions shall be made to enable safe vehicular, pedestrian and cycle access to private properties at all times during the construction of the Work, as far as practicable, and to ensure that any interruption to public pedestrian, cycle and vehicle access ways is minimised to the extent practicable. Where existing pedestrian routes are affected by the construction of the Work, an alternative route will be provided wherever practicable.

Construction noise mitigation

18. During the construction activities all construction work shall comply with the requirements of NZS 6803: 1999 "*New Zealand Standard, Acoustics-Construction Noise*".

Construction Noise Management Plan

19. Not less than one month prior to construction, Transit shall establish a Construction Noise Management Plan to the reasonable satisfaction of the PCC. Transit shall not commence construction of the works until the Construction Noise Management Plan has been established and it shall take all reasonable steps to ensure that the Construction Noise Management Plan is complied with during construction works. The purpose of the plan is to describe the method by which noise associated with the construction of the Work will be managed to comply with **condition 18** of this designation. In particular, the Construction Noise Management Plan shall specify:

19.1 Estimated duration of works;

19.2 Methods of managing noise, including information in any relevant tender documentation and specifications in the contract documentation of contractors' obligations in assessing and controlling noise;

19.3 Noise monitoring methods, including details of methods, equipment, location and frequency;

19.4 Auditing;

19.5 Contingency measures in the event of any incident of non-compliance;

19.6 Procedures for handling any noise complaints; and Arrangements to ensure that occupiers of all dwellings within 20 metres of any proposed construction works receive not less than 10 working days' notice of the intended works and are informed of the estimated duration of works and procedures for making any noise complaint.

20. In respect of dwellings adjacent to or within 20 metres of any construction works:

20.1 Transit shall keep the pee informed of all noise complaints received;

20.2 Upon reasonable request by the PCC, Transit shall arrange for measurement of construction noise levels to be undertaken at any specified occupied dwelling in accordance with NZS 6303: 1999 to the reasonable satisfaction of the pee and shall provide the results of that measurement to the PCC;

20.3 If any such measurement demonstrates that the noise levels specified in NZS 6303: 1999 are not met for any occupied dwelling, Transit shall take such measures as are

required (including at the affected dwelling) to ensure that the noise levels at the dwelling comply with NZS 6303: 1999, unless the occupier of that dwelling otherwise agrees (and Transit provides evidence of that agreement to the reasonable satisfaction of the PCC).

Operational noise mitigation

21. Transit shall engage an acoustic engineer to investigate, and where practicable, implement his/her recommendations with regard to the following **conditions 22 to 27**.
22. The Work shall be designed so that, in relation to existing dwellings, noise levels shall comply with the Transit document entitled "*Transit New Zealand Guidelines for the Management of Road Traffic Noise – State Highway Improvement*" contained in the *Transit New Zealand Policy Planning Manual*, dated December 1999 (the "Noise Guidelines") throughout the 10 year design period referred to in the Noise Guidelines, in particular, where the facade of any habitable room is within 13 metres of the nearside edge of any southbound or northbound traffic lane, the L_{max} noise level within that habitable room shall be reduced by not less than 3dBA by implementing any practicable control measures¹².
 - 22A. In order to achieve the necessary operational noise levels in Condition 22, Transit will, wherever practicable, use a low noise road surface to reduce noise at source and will maintain that surface in good order in accordance with normal maintenance practices.
23. As soon as practicable after commencement of construction of the Work, an acoustic fence shall be developed along SH1 frontage at the houses on the western side of SH1, north of Steyne Avenue (75 to 91 St Andrews Road) in accordance with **condition 8.6**.
24. Prior to construction of the Work, and for the purposes of establishing to the reasonable satisfaction of the PCC ambient noise levels as required by the Noise Guidelines, Transit shall provide to the PCC the results of 24 hour ambient noise measurements (the "ambient noise measurements") at not less than 12 sites within 20 metres of the proposed northbound and southbound traffic lanes, such ambient noise measurement results comprising:
 - 24.1 The results of the measurement of existing ambient noise at the sites on the plan in Appendix 6 as "Measurement Site 1", "Measurement Site 2", "Measurement Site 3", "Measurement Site 4", "Measurement Site 5" and "Measurement Site 6".
 - 24.2 The results of measurements undertaken by or under the supervision of an appropriately qualified person of existing ambient noise at six (6) further sites to be selected by that person and undertaken at a position one metre from the outside of the most exposed facade of any habitable room in any existing residential dwelling within the following areas:
 - (a) On the east side of St Andrews Road, between Goat Point and Pope Street;
 - (b) On the east side of St Andrews Road, within 70 metres of the intersection with

¹² It is acknowledged that this reduction cannot be achieved by road surfacing alone

Steyne Avenue;

(c) On the west side of St Andrews Road, within 50 metres of the intersection with Grays Road;

(d) 3 other sites including sites in the vicinity of signalised intersections along Mana Esplanade nominated by the PCC after consultation with the Paremata Residents' Association; and

24.3 Site maps detailing measurement locations and relevant information on measurement conditions.

Compliance Monitoring

25. Following completion of the Work, Transit shall arrange for an appropriately qualified person to undertake monitoring of the level of traffic noise at the twelve (12) sites referred to in **condition 24** for which ambient noise level data has been previously recorded:

25.1 Within the period of 6 to 12 months after completion of construction of the Work; and

25.2 Within six months of the fifth anniversary of the completion of construction of the Work

–

And shall report the findings of that monitoring to the PCC. Where the Noise Guidelines referred to in **condition 22** are or have been exceeded, except where **condition 27.5** applies, Transit shall advise the PCC of the measures taken or intended to be taken to ensure that noise levels attributable to road traffic will comply with **condition 22**.

Acoustic treatment of residential dwellings

26. Prior to commencing construction of the Work, Transit shall:

26.1 Engage a suitably qualified person to undertake an assessment of all existing dwellings to which acoustic treatment shall be applied in order to ensure compliance with the Noise Guidelines' 10 year design period (in this condition and **condition 27** referred to as "Affected Dwelling" or "Affected Dwellings"); and

26.2 Provide to the PCC a report listing the Affected Dwellings and identifying the extent of noise reduction required (if any) for each dwelling in order to ensure compliance with **condition 22**.

27. In respect of the Affected Dwellings referred to in **condition 26**, the following shall apply:

27.1 Not less than 4 months prior to completion of construction of the Work, Transit shall consult with the PCC as to the options for on-site noise mitigation treatment of the Affected Dwellings and the processes which Transit will follow in its dealings with the owners of Affected Dwellings on these matters;

27.2 Not less than 3 months prior to completion of construction of the Work, Transit shall give written notice to the owner of each Affected Dwelling specifying the following:

(a) The change in noise levels without on-site noise mitigation treatment at that dwelling predicted in accordance with the Noise Guidelines for that dwelling arising from the operation of the Work following construction of the Work and on the fifth anniversary of completion of construction of the Work;

(b) The options which Transit offers to that person for on-site noise mitigation treatment to that person's dwelling and the predicted benefits and any other

implications such as the need for alteration or house ventilation which implementation of those options would have in terms of noise levels (and demonstrating compliance with **condition 22**);

- (c) An invitation to the owner to enter into discussions with Transit as to the selection of suitable noise mitigation treatment options and other consequential measures such as altered house ventilation;
- (d) A statement to the effect that the owner (or any subsequent owner) has a period within which to decide whether or not to accept Transit's offer for on-site noise mitigation treatment, which period shall not terminate sooner than the sixth month following completion of the Work;
- (e) A statement informing the owner of the ability which owners have to get access to any expert adviser (nominated by Transit to the reasonable satisfaction of the PCC);

27.3 Transit shall keep records available for inspection on request by the PCC of the following:

- a) All written notices served in accordance with **condition 27.2** of this condition;
- b) All responses received to those written notices;
- c) Those Affected Dwellings in respect of which responses have not been received;

27.4 Except as provided in condition 27.5 of this condition, Transit shall:

- (a) In consultation with each Affected Dwelling owner (and, if so requested by the owner, with any expert adviser so nominated by the PCC), arrange for the implementation of the noise mitigation treatment works for each Affected Dwelling by a person whom the PCC is satisfied is competent (or such other person as may be agreed with the owner);
- (b) As soon as practicable after completion of the noise mitigation treatment works at an Affected Dwelling, arrange for a completion certificate to be issued in respect of that property certifying that the noise mitigation treatment works have been undertaken to appropriate standards, to attain the level of reduction required to comply with **condition 22**, such completion certificates to be submitted to the PCC within one month of completion of the noise mitigation treatment;

27.5 Where Transit has duly given notice; to an owner of an Affected Dwelling in accordance with condition hereof, Transit shall be deemed to comply with condition 22 hereof:

- (a) From the date notice was given until the date the completion certificate referred to in condition 27.4(b) of this condition has been issued, where the owner of the Affected Dwelling has agreed to Transit implementing noise mitigation treatment works;
- (b) From the date notice was given until indefinitely thereafter, where the owner of the

Affected Dwelling refuses to agree to Transit implementing noise mitigation works (except where before the expiry of six months after completion of the Work the owner then agrees in which case condition 27.5(a) of this condition applies);

- (c) From the date notice was given until indefinitely thereafter, where the owner of the Affected Dwelling cannot after reasonable enquiry be found before the expiry of six months after completion of the Work.

Pedestrian overbridge at Plimmerton

28. Prior to dismantling the existing ramped pedestrian overbridge at Plimmerton, Transit shall:
- 28.1 Consult with members of St. Theresa's Primary School and with the owners of neighbouring residential properties and with the PCC;
- 28.2 Seek all necessary statutory consents and approvals to enable re-erection or replacement of the ramped pedestrian overbridge in the same general locality; and
- 28.3 Report to the pee on those matters advising the pee on whether or not Transit has succeeded in securing those consents and approvals and, if so, Transit's timetable for re-erection or replacement of the overbridge to ensure its erection prior to completion of construction of the Work.
29. Unless Transit fails to secure necessary statutory consents and approvals under **condition 28.2**, Transit shall erect in the same general locality a ramped pedestrian overbridge at Plimmerton, prior to completion of construction of the Work. Prior to erecting a pedestrian overbridge, Transit shall comply with the requirements of section 176A of the Resource Management Act 1991 in relation to the erection (unless approval for the erection is by way of resource consent).
- 29A Subject to **condition 29**, if Transit erects a new pedestrian overbridge, the overbridge shall be designed to provide a less visually intrusive design in consultation with the Plimmerton Residents Association Inc. and shall be in keeping with the surrounding environment to the reasonable satisfaction of the PCC.
30. In the event that Transit re-erects the pedestrian overbridge at Plimmerton in accordance with **condition 29** or erects any new pedestrian overbridge in the general vicinity of the existing Plimmerton pedestrian overbridge, Transit shall be entitled to alter the layout of the signal-controlled intersection of SH1 and Grays Road such that it provides for only a single pedestrian crossing of SH 1 provided that Transit shall ensure to the reasonable satisfaction of the pee that any altered signalised intersection continues to provide for the safety of pedestrians crossing SH1 and/or Grays Road.
31. Except as provided by **condition 30**, Transit shall construct and maintain the signal-controlled intersection of SH1 and Grays Road in general accordance with the layout shown in plan E in **Appendix 1** and operate the intersection as a "Barnes Dance".
- Provision for emergency service vehicles**
32. In carrying out the detailed design for the alignment, Transit shall provide a 2.5 metre wide shoulder along both sides of the section of SH1 between the southern end of each of the weighstations (north of Plimmerton), south to taper into the proposed Plimmerton Roundabout to provide access for emergency service vehicles.
33. The shoulder on the western side shall be extended to the north of the weighstation to

connect with the proposed emergency access lane running along the Rural Section of SH1 north of the weighstation.

Access to Shell/McDonald's Site

34. Access to and from the Shell/McDonald's site and site works within the designated land, including reinstatement of landscaping, and relocation of drive-through 'grille order' parking spaces, lighting poles and signs, shall be generally in accordance with plan G in **Appendix 1** or otherwise as may be agreed between Transit and the owners and occupiers of that site.

Signage

35. Transit shall provide a sign in accordance with Land Transport Safety Authority (LTSA") standards (standard blue service sign) north of the Acheron Road/service lane intersection with SH1, to ensure clear direction is provided to SH 1 motorists wishing to use the services accessed to or from the service lane. The sign shall incorporate generic identification of the services offered.
36. Transit shall provide signage at the northern approach to Plimmerton and the southern approach to Mana to advise heavy goods drivers that they are entering a residential area and that the use of engine brakes should be avoided.
37. Transit shall provide directional signage at the Plimmerton Roundabout clearly identifying the Plimmerton Industrial Estate, and clarifying the route to be taken to the Estate. The signage shall be constructed and erected following consultation with the owners and occupiers of the Estate.

Sewer and water main protection and fire hydrants

38. Transit shall:
- 38.1 Consult with the PCC to determine the location of the trunk sewer along the 4.1 kilometre section of SH1 and shall co-operate with the PCC in order to ensure the protection and/or relocation of the trunk sewer; and
- 38.2 Consult with the PCC and Wellington Regional Council to determine the location of the bulk water supply main along the 4.1 kilometre section of SH1 and shall co-operate with the Councils in order to ensure the protection and/or relocation of that water main.
39. Transit shall:
- 39.1 Retain or replace existing fire hydrants within the road corridor.
- 39.2 Provide a fire hydrant and water supply at the eastern Plimmerton Weighstation.

Consultation

40. Prior to the commencement of construction works, Transit shall use its best endeavours to notify affected owners and occupiers of all properties adjoining the new road of:
- 40.1 The details of the construction programme; and
- 40.2 A single point of contact for any concerns or enquiries relating to the project, including a telephone and facsimile number –
provided that Transit shall be treated as complying with this condition once any such notice sent by pre-paid post to the person at the usual or last known place of residence or business or Post Office box address would have been delivered in the

ordinary course of post, or once any such notice has been sent by facsimile to the usual or last known facsimile number of that person, or delivered by hand to the property.

41. For the period of construction works, Transit shall prepare a bi-monthly newsletter for circulation to the owners of all properties adjoining the new road. This newsletter shall, without limitation, include the following:

41.1 A statement of progress against the construction programme; and

41.2 An assessment of the management of dust and noise relative to management plans.

Community Information Programme

42. Prior to completion of construction of the Work, Transit shall establish and implement, to the reasonable satisfaction of the PCC, a Community Information Programme, to provide information to the communities of Plimmerton, Camborne, Mana and Paremata, regarding modifications to intersections, traffic lights and the operation and enforcement of the lanes shown marked "High Occupancy Vehicle Clearway (HOV2 Clearway)" on Plans G-J in **Appendix 1**. The Programme shall identify to whom information should be disseminated and specify the methods for the dissemination of information, including leaflet drops, and press releases to, and public notices and advertisements in, local newspapers and other media.

Community Liaison Group

43. For the purposes of providing during construction and for the six month period immediately following completion of construction of the Work an interface between Transit and the communities of Plimmerton, Camborne, Mana and Paremata (the "communities"):

43.1 Transit shall, prior to commencement of construction of the Work, in consultation with the PCC, invite representatives of local residents' groups and community groups and organisations, Ngāti Toa Rangātira, schools, businesses, PCC and such other bodies and persons as the PCC considers appropriate to form a Community Liaison Group whose purpose is to provide a forum to enable the communities to be kept informed of progress with the Work and issues to be identified and resolved quickly and co-operatively;

43.2 Transit shall provide such administrative support as is necessary to ensure that the Community Liaison Group is formed and can effectively continue to perform its functions (including regular meetings) during the construction period and until the sixth month immediately following completion of construction of the Work.

Consultation in relation to detailed road design

- 43A During detailed design, and prior to completion of construction of the Work, having regard to the interests of residents, Transit shall consult with the Plimmerton Residents Association Inc. and the Paremata Residents' Association Inc. in respect of methods including advisory or variable message signs:

(a) To discourage drivers from travelling in the kerbside lanes during off-peak hours and to encourage driver courtesy; and

- (b) To encourage heavy commercial vehicles to use the central lane at all times of the day.
- 43B During detailed design and prior to completion of construction of the Work, having regard to the interests of residents, Transit shall investigate in consultation with the Paremata Residents' Association Inc. the extension southward of the HOV lanes at the southern end of Mana Esplanade in order to discourage drivers from travelling in the kerbside lanes.
- 43C Transit will, within one year of commissioning the Work, undertake surveys to assess side road and pedestrian delays at Marina View intersection and any relevant issues concerning vehicle access difficulties for properties south of Pascoe Avenue. In consultation with the Paremata Residents Association Incorporated, Transit shall investigate the necessity for modifications to the form and operation of the intersection and consider whether future surveys and investigation should be undertaken.

Mitigation of dust including management plan

44. In order to minimise dust nuisance, Transit shall ensure that each contractor engaged in activities that may generate dust shall prepare and comply with a Dust Management Plan which, as a minimum, shall require the Contractor to undertake the following measures:\
- 44.1 That all exposed earth worked areas, stockpiles of earth, and other dust sources which, in each case, are liable to give rise to dust nuisance beyond the construction site be kept moist so as to avoid any such nuisance; and
- 44.2 That all earthworks materials on trucks which are carted near urban areas or in any locality beyond the construction site liable to give rise to any dust nuisance beyond the construction site be covered and/or kept moist so as to avoid any such nuisance.

Protocol for discovery of koiwi, taonga or other artefact material

45. If koiwi, taonga or other artefact material is discovered in any area, Transit shall ensure that Ngati Toa Rangatira is immediately contacted through Te Runanga O Toa Rangatira Incorporated, and construction work in that area shall stop to allow a site inspection by Ngati Toa Rangatira and their advisors. Transit shall then consult with Ngati Toa Rangatira on appropriate steps to recover the artefacts in order that work can resume.

Footpath widths and handrails

46. Pedestrian handrails shall be installed and located to the reasonable satisfaction of the PCC between the footpath and the carriageway where each of the following criteria apply:
- 46.1 The section of carriageway where each of the following criteria apply;
- 46.2 The section of footpath is less than 1.8 metres wide; and
- 46.3 The handrail would not impede or interfere with the safe movement of vehicles across vehicle entrance ways and crossing places.
47. Transit shall offer to the owner to install at Transit's cost and in consultation with the owner, a pedestrian handrail between the footpath and the carriageway on the eastern side of Mana Esplanade extending for a distance of not less than 2 metres outside the frontage of the Omega 3 at 116 Mana Esplanade and, if the owner so desires, shall install that handrail (to the reasonable satisfaction of the PCC).

- 47A. Transit shall install a handrail on the road side of the footpath in front of the properties at 75-91 St Andrews Road except where it is necessary to provide access to the pedestrian crossings. Such handrail shall be constructed of panels of "pool fence" mesh, set into a frame of timber uprights, lower rail and handrail.

Community feedback register

48. Transit shall maintain a permanent record of any complaints alleging adverse effects from its operations within the designation or any breach of these conditions or other comments received. The record shall include the name and address (as far as practicable) of the person who made the complaint or comment, and where a complaint is made, identification of the nature of the matter complained about, date and time of the complaint and of the alleged event, weather conditions at the time of the alleged event (as far as practicable), and any remedial action taken. This record shall be made available to the PCC on request.

Traffic calming

49. Transit shall install traffic calming measures in Paremata Crescent north of the Kiriwai Road intersection, approximately opposite 44 to 46 Paremata Crescent, if required.

Replacement of parking spaces

James Street Car Parking

50. Transit shall extend the formed car parking in James Street to replace the car parking spaces removed from James Street as a result of the upgrade.

Paremata Station Car Park

51. Within two (2) months of the removal of car parking spaces from the commuter carparks as a result of the Work, Transit shall reinstate or replace on the western side of SH 1 the car parking spaces so removed. Transit shall ensure that access to the Paremata Station carpark from SH 1 is designed to minimise the loss of car parking spaces.

New Parking Area in Redoubt Lane

52. Transit shall:
- 52.1 Seek any necessary consents and approvals for the formation of a car parking area at 91 Mana Esplanade (Redoubt Lane) in general accordance with **Appendix 5**; and
- 52.2 Subject to securing such consents and approvals, shall form, seal and maintain the car parking area to the reasonable satisfaction of the PCC and shall make all reasonable endeavours to enable usage of the carpark prior to completion of that section of the Work between Dolly Varden Crescent and Mana View Road.
- 52A. If so requested by the Plimmerton Residents Association Inc. during detailed design, Transit shall provide five additional car parking spaces located within 40m of the St Andrews Road/Steigne Avenue intersection, and available for use at all times. The precise location of the car parking shall be determined following consultation with the Plimmerton Residents Association Inc. and PCC.

Plimmerton Doman Playing Field

53. Transit shall, in consultation with and to the reasonable satisfaction of the PCC, arrange for repositioning of the rugby league playing field within or adjacent to the Plimmerton Domain to the same size and no lesser standard as the existing playing field, the boundaries of which will be modified as a result of the Work.

Plimmerton Pony Club

54. Transit shall, in consultation with and to the reasonable satisfaction of the PCC, arrange for:
- 54.1 The relocation of the Plimmerton Pony Club buildings and ancillary facilities within or adjacent to the Plimmerton Domain; and
- 54.2 Provision of an area of the same or similar size to the area of the Domain as a result of the Work for the use of the Plimmerton Pony Club.

Restriction on the operation of kerbside lanes

55. *(This section has been edited by an Environment Court Consent Order and renumbered becoming Condition 55.1a)*
- 55.1 *(This section has been edited by an Environment Court Consent Order and renumbered becoming Condition 55.2)*
- 55.1a In its operation of the Work as SH1, the NZ Transport Agency ('NZTA') shall ensure that practical provision is made to enable those portions of the northbound and southbound kerbside lanes shown marked 'Parking Permitted Except When Clearway Operates' on Plans Ga to Ja in **Appendix 1a** ('Northbound and Southbound Lanes') to be available for kerbside vehicle parking except during the periods which are specified in condition 55.2 below, or during any altered no-parking periods notified under condition 55.5 following the NZTA undertaking the process set out in conditions 55.3 and 55.4 ('Clearway Hours').
- The NZTA may at any time extend the areas available for kerbside parking and may amend the Plans Ga (November 2010) to Ja (and hence the areas where Clearway Hours will operate) accordingly.
- 55.2 From commencement of the operation of the Clearways and unless and until the NZTA decides to alter the Clearway Hours (as provided in conditions 55.3 and 55.4), the Clearway Hours shall be as set out below:
- (a) There is to be no parking in the Southbound Kerbside Lane, except for emergency vehicles, and passenger service vehicles picking up or setting down passengers at authorised bus stops or parking bays during the following periods:
- I. Monday to Friday (other than Public Holidays), from 6.30am to 9.30am; and
 - II. Sunday and Public Holidays, from 3.30pm to 6.30pm.
- (b) There is to be no parking in the Northbound Kerbside Lane, except for emergency vehicles, and passenger vehicles picking up or setting down passengers at authorised bus stops or parking bays, during the following periods:
- I. Monday to Friday (other than Public Holidays), from 3.30pm to 6.30pm; and
 - II. Saturday from 11.30pm to 2.30pm.
- 55.3 The NZTA may undertake reviews of the Clearway Hours for the purposes of determining whether or not it would be desirable for the days and hours of operation to be altered. The first review should be undertaken within 18 months of the commencement of the Clearway Hours. Subsequent reviews may be undertaken when:
- (a) Significant regular traffic back-ups are observed; or
 - (b) Traffic volumes in one direction along Mana Esplanade exceed 1,400 vehicles per

hour on a regular basis (generally over the same period for eight continuous weeks) outside Clearway Hours; or

(c) Significant changes in traffic volumes or patterns warrant such a review.

Any such review shall include an assessment of whether or not traffic patterns and volumes warrant altering the days and/or hours of clearway operation.

55.4 If, during a review undertaken under condition 55.3, the NZTA considers that it might be desirable for the days and/or hours of Clearway operation to be altered, then the NZTA shall:

- (a) Give written notice to the Chief Executive of PCC that the Clearway Hours are proposed to be altered, specifying the proposed alterations to the hours and the proposed date for the altered hours to come into force;
- (b) Consult, on the proposed alterations to the Clearway Hours and the proposed date for the altered hours to come into force, with the New Zealand Automobile Association, the Road Transport Association, the Paremata Residents Association Inc, the Plimmerton Residents Association Inc, Ngati Toa Rangatira and anyone else whom the Chief Executive of PCC or their nominee recommends that the NZTA should consult with by notice in writing received by the NZTA within 10 working days of NZTA giving notice to PCC under condition 55.4(a). (Nothing in this condition shall prevent NZTA from consulting with any other person in respect of proposed alterations to the Clearway Hours or the proposed date for any altered hours to come into force);
- (c) Provide a report that summarises any issues raised during the consultation undertaken under condition 55.4(b) to the Chief Executive of PCC;
- (d) Allow the Chief Executive of PCC 15 working days, from the date on which the NZTA provides PCC with a report under condition 55.4(c), in which to provide the NZTA with any comments on the proposed alterations to the Clearway Hours and the proposed date for the altered hours to come into force;
- (e) Consider any comments on the proposed alterations to the Clearway Hours and proposed date for the altered hours to come into force, provided during the consultation undertaken under condition 55.4(b) or by PCC within the timeframe specified under condition 55.4(d), in making any decision as to whether or not to alter the Clearway Hours and when any altered Clearway Hours should come into force;
- (f) Decide whether or not to alter the days and/or hours of the clearway operation and, if so, when the altered Clearway Hours will come into force; provided that, if the NZTA decides that it would be desirable to increase the Clearway Hours beyond a maximum of 3.5 hours on any day in each of the northbound and southbound kerbside lanes, the NZTA must apply for an Alteration of the Designation under section 181 of the Resource Management Act 1991.
- (g) If the NZTA decides to alter the Clearway Hours, comply with the obligations in relation to alterations to the Clearway Hours in conditions 55.5 and 55.6.

Advice Note: For the avoidance of doubt, this condition enables the requiring authority to

introduce and alter Clearway Hours on any day of the week, including Public Holidays.

55.5 At least one month prior to the commencement of Clearway operation, and again at least one month prior to any subsequent alterations to the Clearway Hours coming into force, the NZTA shall:

- (a) Place notices in a newspaper or newspapers circulating in the greater Wellington area, and on a radio station or radio stations broadcasting in the greater Wellington area;
- (b) Notify the New Zealand Automobile Association, the Road Transport Association, the Paremata Residents Association, the Plimmerton Residents Association and Ngati Toa Rangatira;
- (c) Undertake a mail drop to properties fronting, or located within 100 metres of the Northbound or Southbound Lanes.

The publicity shall set out the new Clearway Hours and any alterations and when they will come into force, and shall:

- i. Encourage all heavy motor vehicles to use the centre lanes between the Paremata bridges (in the south) and the intersection at Steyne Avenue (in the north) at all times, unless turning.
- ii. Encourage all vehicles to use the centre lanes whenever the clearways are not in operation, unless turning.

55.6 From commencement of clearway operation, NZTA shall display electronic messaging signs to:

- (a) Advise motorists whether or not the clearways are operating at the time;
- (b) Encourage, through the use of instructional language, all heavy motor vehicles to use the centre lanes between the Paremata bridges (in the south) and the Steyne Avenue intersection (in the north) at all times unless turning; and
- (c) Encourage, through the use of instructional language, all vehicles to use the centre lanes whenever the clearways are not in operation, unless turning;
- (d) Advise motorists of road incidents.

In determining the location and wording of signs, the NZTA shall first:

- (a) Advise the Paremata Residents and Plimmerton Residents Associations of its intention to consult with the PCC; and then
- (b) Consult with PCC.

55.7 Within 18 months of the Clearway Hours becoming operational, the Requiring Authority shall consult with PCC on the terms of reference for a report which shall include:

- (a) Effectiveness of measures to:
 - i. Encourage all heavy motor vehicles to use the centre lanes between the Paremata bridges (in the south) and the intersection at Steyne Avenue (in the north) at all times, unless turning;
 - ii. Encourage all vehicles to use the centre lanes whenever the clearways are not in operation, unless turning;

- (b) Feedback from Stakeholders;
- (c) Recommendations.

The Requiring Authority shall implement recommendations as it considers appropriate.

- 55.8 Within 18 months of the clearway lanes becoming operational, or earlier if significant problems eventuate and if requested by PCC, the NZTA shall complete a safety and operational audit of the stretch of road between the Paremata and Plimmerton roundabouts, and provide a report to PCC, GWRC, the Paremata and Plimmerton Residents Associations and Ngati Toa Rangatira on the results of that audit.

Monitoring parking

- 55A. The NZTA shall monitor vehicle use and parking activity on the road, and keep records of any feedback from the public that may be relevant in enabling the reviews, reports or audits under conditions 55.3, 55.7 and 55.8 to be carried out.

Notices

56. Where, in accordance with any condition of this designation, Transit is required to give written notice of anything to any person, then Transit shall be treated as having duly given such notice once:

56.1 Any notice sent by pre-paid post addressed to the person at the usual or last known place of residence or business of that person, Post Office box or private bag or document exchange would have been delivered in the ordinary course of post or delivery;

56.2 Any notice sent by facsimile to the usual or last known facsimile number is shown by the sender's facsimile records to have been transmitted.

Reference to PCC

57. References in any of the **conditions** to PCC shall include:
- 57.1 Any officer of the Porirua City Council acting for the time being in the office of the Chief Executive of that Council;
- 57.2 Any officer of the Porirua City Council nominated by the Chief Executive of that Council as having the relevant experience and expertise to deal with the matter on behalf of the Council.

Review of designation

58. In the event that the construction of the Transmission Gully Motorway has not commenced by 31 December 2006, Transit shall:

58.1 No later than 31 December 2006 complete a review of the operation, environmental effects, safety and efficiency of the Work for the purposes of determining whether or not to seek any alteration to the designation in relation to those matters; and

58.2 Consult with the PCC, the WRC, Paremata Residents Association Inc, Plimmerton Residents' Association Inc, Ngati Toa Rangātira, and such other body as the PCC reasonably considers ought to be consulted, regarding any proposed alterations, including (but not limited to) alterations in relation to capacity of the operation of the Clearway or HOV lanes; and

58.3 Report the outcomes of that review and consultation to the PCC and the WRC prior

to making any decision to seek any such alteration to the designation.

59. Prior to the completion of the construction of Transmission Gully Motorway Transit shall:
- 59.1 Consult with PCC, WRC, Paremata Residents Association Inc, Plimmerton Residents Association Inc, and Ngati Toa Rangatira in relation to its proposals for the Work following the construction of the Transmission Gully Motorway, including the following matters:
- (a) Ownership and control of the Work;
 - (b) Options relating to the future of the existing Paremata Bridge;
 - (c) The continuation of four Laning of St Andrews Road between Acheron Road and James Street;
 - (d) Measures (to the extent that they are legally available) to restrict or discourage heavy vehicle movements through the Work;
 - (e) Other measures required to ensure an adequate level of service for the traffic volumes and traffic type expected to use the Work;
 - (f) Provision of arrangements for cyclists;
 - (g) Alteration of footpath widths;
 - (h) Removal of traffic lights;
 - (i) Changes to the operation of the clearway or HOV lanes;
 - (j) Alteration of arrangements in relation to capacity;
 - (k) Any changes to be sought to the designation in relation to those matters;
- and
- 59.2 Report on the outcomes of that consultation to PCC and WRC for the purposes of ensuring that the PCC and WRC are fully informed of the views of the public and those bodies, and of Transit's intended response to that consultation.

APPENDIX H: K1030 Reservoir #3

Conditions Relating to Designation K1030

1. The Agreed Conditions DC.1 to DC.17 relating to Designation K1030 are as follows:

Agreed conditions relating to Designation K1030 to manage and mitigate the effects of construction, operation and maintenance of Reservoir #3 on the surrounding environment:

Definitions, abbreviations, acronyms and terms

| Term | Definition |
|---------------------------------|--|
| CEMP | Construction environmental management plan |
| CNVMP plan | Construction noise and vibration management plan |
| CTMP | Construction traffic management plan |
| GWRC | Greater Wellington Regional Council, including any officer of Greater Wellington Regional Council |
| MRC | The Manager, Resource Consents |
| Outline Plan | An outline plan prepared in accordance with section 176A of the Resource Management Act 1991 |
| Practical Completion | Means completion of all construction for the Reservoir #3 Scheme, as agreed in writing by the TA. |
| RA | Requiring Authority |
| Reservoir #3 Scheme | The maintenance, and operation of the Aotea Reservoir #3 (the reservoir and associated pipework, valve chambers, overflow structure, control building, reconfigured mini-hydro installation) and these designation conditions. |
| Reservoir #3 Construction Works | All aspects which relate to construction of the Reservoir #3 Scheme. To avoid doubt, the Reservoir #3 Construction Works do not include the construction, demolition, operation or maintenance of existing Aotea Reservoir #1 or Reservoir #2. |
| TA | Territorial Authority |
| Working Day | Has the same meaning as under section 2 of the Resource Management Act 1991 |

General conditions and administration

DC.1 Except as modified by the conditions below, the Reservoir #3 Scheme shall be undertaken in general accordance with:

Plan 6511521-1697-CA-1021 (Rev C);

Plan 6511521-1697-CA-1301 (Rev C); and

Plan 6511521-1697-SE-3301 (Rev C).

Where there is conflict between the documents listed above and these designation conditions, these conditions shall prevail.

NOTE: The conditions of this designation have been specifically prepared to manage the construction activities associated with the Reservoir #3 Scheme. The conditions do not apply to or constrain any activities that could be carried out in relation to the operation, maintenance, repair or upgrade of the existing reservoirs within the designation, which were already authorised prior to the alteration being sought.

DC.2 Prior to commencing any construction works, the RA shall arrange and conduct a pre-construction site meeting with the contractor (at a minimum the Project Manager and Site Manager) undertaking the works and invite, with a minimum of 10 working days' notice, the MRC and any other key TA representatives determined by the MRC.

Note: In the case that any of the invited parties, other than the representative of the RA and the contractor, do not attend this meeting, the RA will have complied with this condition, provided the invitation requirement is met.

DC.3 Other than condition DC.13, all other conditions shall cease to have effect following practical completion. The RA shall provide written notice of practical completion which the TA will then confirm in writing.

DC.4 An outline plan(s) shall be submitted to the TA for each stage of works, unless a waiver for this requirement is provided in writing by the TA. Amongst other things, the outline plan(s) shall include:

- a) a construction traffic management plan (CTMP);
- b) a construction noise and vibration management plan (CNVMP); and
- c) a landscape management plan (LMP).

DC.5 Reservoir #3 Construction Works must not commence until certification of the management plans is received in writing. In addition:

- a) A copy of the certified management plans shall be made publicly accessible on the RA's website.
- b) During the construction period, a copy of all certified management plans shall be kept on site at all times, and be made available to the MRC upon request.

DC.6 The RA may request amendments to any of the management plans required by these conditions by submitting the amendments in writing to the MRC for

certification at least 10 working days prior to any changes taking effect. Any changes to management plans shall remain consistent with the overall intent of the management plan and relevant conditions and achieve the outcomes required by these conditions. The changes sought shall not be implemented until the RA has received the MRC's written certification for the amendment.

Construction environmental management plan

DC.7 A construction environmental management plan (CEMP) shall be submitted to the MRC for certification either at the same time or post-acceptance of outline plan(s) associated with the construction of the Reservoir #3 Scheme, prior to the commencement of construction and shall include following:

- a) construction methodologies and construction timeframes, including staging;
- b) normal working hours for on-site construction activities, being 7:30am to 6.00pm Monday to Saturday (excluding public holidays);
- c) staff and contractors' responsibilities;
- d) measures to control dust and tracking of material onto public roads from the works;
- e) public safety;
- f) training requirements for employees, sub-contractors and visitors;
- g) environmental incident and emergency management;
- h) communication and interface procedures;
- i) complaints management (in accordance with condition DC.14);
- j) compliance monitoring;
- k) environmental reporting;
- l) corrective actions;
- m) site inspection and environmental auditing procedures; and
- n) contact details for the person in charge of the works.

Construction traffic management plan

DC.8 A construction traffic management plan (CTMP) shall detail the procedures, requirements and standards necessary for managing the traffic effects during the Reservoir #3 Construction Works so that safe, adequate, and convenient routes for local movements by all transport modes are maintained throughout the construction of the Reservoir #3 Scheme. In particular, the CTMP should include methods to:

- a) minimise the disruption to users of local travel routes;
- b) minimise the disruption to local residents' parking;

- c) maintain a safe passage for all travel routes, including road and footpath users affected by the Reservoir #3 Construction Works;
- d) manage access to the site for heavy vehicles and contractors' vehicles; and
- e) manage access restrictions for bulk earth import and export from the site.

Construction noise and vibration management plan

DC.9 Prior to works commencing a noise fence barrier shall be erected between the reservoir site and Lots 1153 and 1163. The noise fence barrier shall be:

- positioned 0.5 m inside the reservoir site;
- solid with no gaps between panels or planks, or between the fence and the ground; and
- of a minimum mass of 12 to 14 kg/m².

DC.10 A construction noise and vibration management plan (CNVMP) shall include:

- a) a description of the Reservoir #3 Construction Works, anticipated equipment/processes and their scheduled durations;
- b) the hours of operation including times and days when activities causing noise and/or vibration will occur (7:30am to 6.00pm Monday to Saturday (excluding public holidays));
- c) the construction noise and vibration criteria (as set out in conditions DC.11 and DC.12);
- d) identification of affected houses and other sensitive locations where noise and vibration criteria apply including a list of Noise Sensitive Receivers (as defined in NZS 6803:1999 'Acoustics – Construction Noise');
- e) requirements for building conditions surveys at locations close to activities generating significant vibration, prior to and after completion of construction and processes for repair of any damage caused by the Reservoir#3 Construction Works;
- f) mitigation options including alternative strategies where full compliance with the relevant noise and/or vibration criteria cannot be achieved;
- g) methods and frequency for monitoring and reporting on construction noise and vibration;
- h) consultation and notification procedures; and
- i) specify an exemption process for approval by the MRC for any construction work that cannot be undertaken during approved working hours.

The CNVMP must be prepared by a suitably qualified noise and vibration specialist.

- DC.11 Construction noise shall be measured and assessed in accordance with NZS 6803:1999 'Acoustics – Construction Noise'. The construction noise shall where practicable comply with the following criteria for the purposes of the CNVMP:

| Time of week | Time period | dB LAeq(15 min) | dB LAFmax |
|-----------------------------|-------------|-----------------|-----------|
| 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 |

- DC.12 Vibration shall be measured using the vibration criteria set out in Table 3 of DIN 4150-3: 1999, where practicable. Where it is not practicable to achieve those criteria, a suitably qualified expert shall be engaged to assess and manage construction vibration during the activity that exceed the criteria.

Landscape management plan

- DC.13 The purpose of the landscape management plan (LMP) is to outline the methods and measures to be implemented prior to the Reservoir #3 Construction Works, during the construction phase, and for a defined period thereafter to avoid, remedy, and mitigate adverse effects of the construction and the Reservoir #3 Scheme on landscape amenity, use and function. The LMP shall document the permanent mitigation measures, as well as the necessary monitoring and management required to successfully implement those measures during construction and the transition to the operational phase of the Reservoir #3 Scheme.

The LMP shall, as a minimum, address the following:

- a) the final landscaping mitigation including the proposed bunding and fencing;
- b) details of the planting on the site, including ground preparation and planting plans and schedules;
- c) weed control; and
- d) any maintenance and monitoring required post the completion of Reservoir #3 Construction Works.

Complaints

- DC.14 (a) At all times during the Reservoir #3 Construction Works, the RA shall maintain a permanent register of any complaints received alleging adverse effects from, or related to, the Reservoir #3 Construction Works. As far as practicable, the register shall include:
- i) the name and address (where this has been provided) of the complainant;
 - ii) the nature of the complaint;
 - iii) the location, date and time of the complaint and also of the alleged event;
 - iv) the weather conditions at the time of the event and including wind direction and approximate wind strength if the complaint relates to air quality or noise;
 - v) the outcome of the RA's investigation into the complaint;
 - vi) measures taken to respond to the complaint; and
 - vii) any other activities in the area, unrelated to the construction, which may have contributed to the complaint (such as non-project construction, fires, traffic accidents or unusually dusty conditions generally).
- (b) The RA shall:
- i) acknowledge the complaint within two (2) working days;
 - ii) promptly investigate, identify the urgency associated with the complaint and communicate that to the complainant;
 - iii) take reasonable steps to remedy or mitigate the matters giving rise to the complaint if there are reasonable grounds for the complaint within 10 working days of receiving the complaint or such sooner time as may be reasonably necessary in the circumstances;
 - iv) maintain a record of its responses and any remedial actions undertaken.
 - v) maintain this record on site and make it available to the MRC and GWRC upon request.
- DC.15 The complaints process outlined in condition DC.14 shall continue until to practical completion. Any complaints received after this period shall be managed by the RA in accordance with its standard complaints procedures.

Accidental discovery protocol

- DC.16 If koiwi, taonga, or other archaeological material is discovered in any area during the works, work shall immediately cease and the RA shall contact Ngati Toa Rangitira, Heritage New Zealand and the TA within 24 hours. If human remains are found, the New Zealand Police shall also be contacted.

The RA shall allow the above parties to inspect the site and in consultation with them, identify what needs to occur before work can resume.

Note: Evidence of archaeological material may include burnt stones, charcoal, rubbish heaps, shell, bones, old building foundations, artefacts and human burials.

Queen Charlotte Drive inspection and repair

- DC.17
- a) Prior to construction commencing the RA shall carry out a condition survey of the section of Queen Charlotte Drive to be used by Reservoir #3 Scheme construction traffic.
 - b) During construction the RA shall carry out inspections of the section of Queen Charlotte Drive being used by Reservoir #3 Scheme construction traffic to ensure any potholes and other damage resulting from construction of the Reservoir #3 Construction Works are identified and fixed as soon as practicable. These inspections shall be carried in accordance with a schedule agreed to in writing by the MRC.