

Chapter 31

Part H

VOLUME 2

# Proposed Designation Conditions

## 31 Proposed Designation Conditions

### 31.1 Guide to Reading the Conditions

The table below provides explanation to a number of the abbreviations, acronyms and terms used in the conditions.

**Table 31-1: Abbreviations, Acronyms and Terms Used in the Conditions**

Definitions	
<b>Active Construction</b>	Means the commencement of earthworks in a particular location and ending when pavement construction is complete at that location
<b>AEE</b>	Means the Peka Peka to North Ōtaki Project Assessment of Effects on the Environment Volumes 1 to 5 dated 18 March 2013
<b>CAQMP</b>	Means the Construction Air Quality Management Plan
<b>CEMP</b>	Means the Construction Environmental Management Plan
<b>CLG</b>	Means the Community Liaison Group
<b>CNVMP</b>	Means the Construction Noise and Vibration Management Plan
<b>Commencement of Work</b>	Means the time when the work that are the subject of these designations commence
<b>CTMP</b>	Means the Construction Traffic Management Plan
<b>District</b>	Means the Kāpiti Coast District
<b>District Plan</b>	Means the Kāpiti Coast District Plan
<b>EMP</b>	Means the Ecological Management Plan
<b>Existing Network Utilities</b>	Means all network utilities existing at the date of notification of this Notice of Requirement. Network utility has the same meaning as in section 166 of the Resource Management Act 1991
<b>GWRC</b>	Means the Greater Wellington Regional Council, including any officer of Greater Wellington Regional Council
<b>KCDC</b>	Means the Kāpiti Coast District Council, including any officer of Kāpiti Coast District Council
<b>LP</b>	Means the Landscape Plan

<b>Manager</b>	Means the Regulatory Manager of the Kāpiti Coast District Council
<b>NIP</b>	Means the Network Integration Plan
<b>NUMP</b>	Means the Network Utilities Management Plan
<b>NZHPT</b>	Means the New Zealand Historic Places Trust Pouhere Taonga
<b>Operational</b>	Means when construction of the Project is complete and the Project is open to traffic (be it road traffic on the Expressway or associated local roads, or rail traffic in relation to the realigned NIMT)
<b>Outline Plan</b>	Means an Outline Plan prepared in accordance with section 176A of the RMA
<b>Project</b>	Means the construction, maintenance and operation of the Peka Peka to North Ōtaki Project, comprising an Expressway, local road connections, a realigned section of the NIMT, and all associated works
<b>Requiring Authority</b>	Means the NZ Transport Agency or the New Zealand Railways Corporation / KiwiRail Holdings Limited (trading as KiwiRail), as relevant to each designation
<b>RMA or 'the Act'</b>	Means the Resource Management Act 1991
<b>Road Asset Manager</b>	Means the Kāpiti Coast District Council's Road Asset Manager
<b>SCMP</b>	Means the Stakeholder and Communications Management Plan
<b>Sector</b>	Means a sector of the Project as nominated by the Requiring Authority and shown in the Sector plans required by this designation (a Sector may include several Stages).
<b>SSEMP</b>	Means a Site Specific Environmental Management Plan
<b>SSTMP</b>	Means a Site Specific Traffic Management Plan
<b>Stage</b>	Means a stage of the Project as identified by the Requiring Authority in the staging programme submitted to KCDC in accordance with condition [9].
<b>Work</b>	Means any activity or activities undertaken in relation to the Project
<b>Working Day</b>	Has the same meaning as under section 2 of the Resource Management Act 1991

### 31.2 Table of Contents

**Table 31-2: Table of Contents for the Designation Conditions**

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### 31.3 Proposed Designation Conditions – applying to both NZTA and KiwiRail

**Table 31-3: Proposed Designation Conditions- - both NZTA and KiwiRail**

**Advice Note:** The implementation of the construction conditions (conditions 1 to [54]) is proposed to be achieved through a combined approach, with the same construction conditions applying to both the NZTA and KiwiRail designations

Cond no.	Proposed Conditions – applying to both NZTA and KiwiRail
<b>General Conditions and Administration</b>	
1.	a) Except as modified by the conditions below, and subject to final design, the Project shall be undertaken in general accordance with the information

	<p>provided by the Requiring Authority in the Notice of Requirement dated 18 March 2013 and supporting documents being:</p> <ul style="list-style-type: none"> <li>i) Assessment of Environmental Effects report, dated 18 March 2013;</li> <li>ii) Plan sets: [to insert]</li> </ul> <ul style="list-style-type: none"> <li>b) For the avoidance of doubt, none of the conditions of this designation prevent or apply to work required for the on-going operation or maintenance of the Project following construction such as changes to street furniture or signage over time. Depending upon the nature of such work, outline plans or outline plan waivers may be required.</li> <li>c) Where there is conflict between the documents listed above and conditions of this designation, these conditions shall prevail.</li> <li>d) The Project website shall provide online access to these conditions and the plans and reports referred to in these conditions throughout the construction of the Project, and a hard copy shall be available at the Project site office.</li> </ul>
2.	<p>As soon as reasonably practicable following completion of construction of the Project, the Requiring Authority shall:</p> <ul style="list-style-type: none"> <li>a) Review the width of the area designated for the Project;</li> <li>b) Identify any areas of designated land that are no longer necessary for the on-going operation or maintenance of the Project or for on-going mitigation measures; and</li> <li>c) Give notice to KCDC in accordance with section 182 of the RMA seeking the removal of those parts of the designation identified in b) above.</li> </ul>
3.	<p>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.</p>
4.	<p>The Requiring Authority shall reimburse KCDC for its actual and reasonable costs incurred in carrying out its functions pursuant to section 36(1)(d) of the RMA in respect of the Project.</p>
5.	<p>Conditions 1 to [54 and 74 to 80] relate to construction of the Project and only apply to construction activities. Once construction is complete (including any post-construction mitigation and monitoring) these conditions no longer apply and are able to be removed (for example, at the time of the next plan review / designation roll over).</p>
<b>Community Communication and Impact Monitoring – Construction</b>	
6.	<ul style="list-style-type: none"> <li>a) A Community Liaison person shall be appointed by the Requiring Authority for the duration of the construction phase of the Project, and for 12 months following completion of the Project, to be the main and readily accessible point of contact at all times for persons affected by the construction and operation of the Project.</li> <li>b) The Requiring Authority shall take appropriate steps to seek to advise all affected parties of the Community Liaison person’s name and contact details.</li> <li>c) If the Community Liaison person will not be available for any reason, an alternative contact person shall be nominated, to seek to ensure that a Project contact person is reasonably available by telephone during the construction phase of the Project and for 12 months following completion of the Project.</li> </ul>
7.	<ul style="list-style-type: none"> <li>a) Prior to the commencement of construction and/or enabling Work, the Requiring Authority shall prepare and implement a Stakeholder and Communications Management Plan (SCMP) that sets out procedures detailing how the public and stakeholders will be communicated with throughout the construction period. The stakeholders comprise the following, to the extent that they are affected by construction activities:</li> </ul>

	<ul style="list-style-type: none"> <li>i) Kāpiti Coast communities;</li> <li>ii) road users; and</li> <li>iii) residents.</li> </ul> <p>b) The purpose of the SCMP is to provide a framework to:</p> <ul style="list-style-type: none"> <li>i) Inform the community of construction progress;</li> <li>ii) Engage with the community in order to foster good relationships and to provide opportunities for learning about the Project;</li> <li>iii) Provide early information on key Project milestones; and</li> <li>iv) Respond to queries and complaints.</li> </ul> <p>c) As a minimum, the SCMP shall include:</p> <ul style="list-style-type: none"> <li>i) Details of a contact person available on site at all times during work. 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.</li> <li>ii) 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.</li> <li>iii) Methods to record concerns raised about hours of construction activities and, where practicable, methods that avoid particular times of day which have been identified as being particularly sensitive for neighbours.</li> <li>iv) Any stakeholder specific communication plans required.</li> <li>v) Monitoring and review procedures for the SCMP.</li> <li>vi) Details of communications activities proposed including:             <ul style="list-style-type: none"> <li>a. Publication of a newsletter, or similar, and its proposed delivery area.</li> <li>b. Newspaper advertising.</li> <li>c. Notification and consultation with individual property owners and occupiers with dwellings within 20 metres of construction activities.</li> <li>d. The use of the Project website for public information.</li> </ul> </li> </ul> <p>d) The SCMP shall include linkages and cross-references to methods set out in other management plans where relevant.</p>
8.	<ul style="list-style-type: none"> <li>a) The Requiring Authority shall establish a Community Liaison Group (CLG) at least 30 working days prior to construction commencing.</li> <li>b) The Requiring Authority will ensure that the CLG is resourced with at least one person in the CLG appropriately qualified in community development and social assessment.</li> <li>c) The purpose of the CLG shall be to provide a means for monitoring the effects of constructing the Project on the community by providing a regular forum through which information about the Project can be provided to the community. The CLG will also enable opportunities for concerns and issues to be reported to and responded by the Requiring Authority.</li> <li>d) Membership of the CLG shall be open to all interested organisations within the Project area including, but not limited to the following groups:             <ul style="list-style-type: none"> <li>i) Nga Hapū o Ōtaki;</li> <li>ii) Educational facilities within the project area (including schools, kindergartens, and childcare facilities);</li> <li>iii) Community / environmental groups;</li> <li>iv) Business groups; and</li> <li>v) Community Boards.</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>e) The CLG hold meetings at least once every 3 months throughout the construction period so that on-going information can continue to be disseminated.</li> <li>f) The CLG shall continue for the duration of the construction phase of the Project and for 12 months following completion of the Project.</li> <li>g) Matters to be addressed by the CLG may include, but not are limited to, the following matters:             <ul style="list-style-type: none"> <li>i) Effects of construction on schools and other educational and community facilities, including effects on traffic;</li> <li>ii) Effects of construction on housing supply and accommodation costs; and</li> <li>iii) Extent of opportunities for local training and employment.</li> </ul> </li> <li>h) The Requiring Authority shall arrange for the Project’s Community Liaison person to attend meetings of the CLG. The role of the Community Liaison person at these meetings shall be to hear and convey information received from the CLG to the Requiring Authority and the construction contractors, and to provide the Groups with updates on construction, including any remedial responses to issues raised by the Groups.</li> <li>i) The Requiring Authority shall arrange for the Chairperson of the CLG (or other person appointed by the Group) to write a report summarising the main points arising from each meeting of the CLG, reporting on any social impacts of the Project, along with recommendations on the measures to mitigate those effects. The Requiring Authority shall ensure that a copy of the report is provided to KCDC and to meeting attendees within 5-10 working days of the meeting. The Requiring Authority shall be responsible for all reasonable costs associated with the resourcing of the CLG.</li> <li>j) The Requiring Authority shall consider the recommendations and take reasonable steps, where practicable, to implement any recommendations that are within its statutory powers to execute under this designation.</li> </ul>
9.	<ul style="list-style-type: none"> <li>a) The Requiring Authority shall provide the attendees of the CLG at least 5 working days before their first meetings the construction programme, which shall include the staging of construction, the anticipated number of construction staff, and other facets that may impact on residents and community facilities.</li> <li>b) The Requiring Authority shall ensure it provides further meetings of the CLG with updates about the Project construction so the attendees can understand changes in the nature and scale of the works, including the numbers of construction staff, their accommodation, and other facets that may impact on residents and community facilities.</li> <li>c) The Requiring Authority shall ensure that appropriate personnel attend meetings of the CLG to explain how the effects of construction are proposed to be managed and to respond to any questions.</li> </ul>
<b>Complaints</b>	
10.	<ul style="list-style-type: none"> <li>a) At all times during construction work, the Requiring Authority shall maintain a permanent register of any complaints received alleging adverse effects from, or related to, the exercise of this designation. The register shall include:             <ul style="list-style-type: none"> <li>i) the name and address (where this has been provided) of the complainant;</li> <li>ii) identification of the nature of the complaint;</li> <li>iii) location, date and time of the complaint and of the alleged event;</li> <li>iv) 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;</li> <li>v) the outcome of the Requiring Authority’s investigation into the complaint;</li> <li>vi) measures taken to respond to the complaint; and</li> <li>vii) any other activities in the area, unrelated to the Project, which may have contributed to the complaint (such as non-Project construction, fires,</li> </ul> </li> </ul>

	<p>traffic accidents or unusually dusty conditions generally).</p> <p>b) The Requiring Authority shall respond to any complaint within 10 working days of receiving the complaint.</p> <p>c) The Requiring Authority shall also maintain a record of its responses and any remedial actions undertaken.</p> <p>d) This record shall be maintained on site and shall be made available to the Manager and GWRC upon request. A copy of the Complaints Register shall be provided to the Manager every month.</p>
11.	The complaints process outlined in condition [10] shall continue for 6 months following the Project becoming Operational. Any complaints received after this period shall be managed by the Requiring Authority in accordance with its standard complaints procedures.
<b>Management Plans – General</b>	
12.	The Requiring Authority shall submit an Outline Plan (or Plans) to KDCD for the Project or for each Project Stage, in accordance with section 176A of the RMA. Various management plans shall accompany the Outline Plan, as required by these conditions.
13.	<p>a) All Work and the operation of the Project shall be carried out in general accordance with the management plans and other documents and plans required by these conditions.</p> <p>b) The management plans provide the overarching principles, methodologies and procedures for managing the effects of construction of the Project to achieve the environmental outcomes and performance standards required by these conditions.</p> <p>c) The management plans apply to the entire Project and, for some matters, are sufficient to address construction management without the need for more specific plans. For other matters, there is a need for Site Specific Environmental Management Plans (SSEMPs) to provide the necessary level of detail to address requirements within each of the construction Stages.</p> <p>d) The management plans provide the basis for which SSEMPs will be prepared. The SSEMPs shall, collectively, set out the detailed design and construction responses to address the specific context and circumstances of all aspects of the Project. Each SSEMP must be consistent with, and be implemented in accordance with, any relevant management plan.</p>
14.	Where a management plan is required to be prepared in consultation with any third party, the management plan shall demonstrate how the views of that party have been incorporated and, where they have not, the reasons why.
15.	The Requiring Authority shall submit draft copies of all management plans (as required by conditions [28, 35, 55, and 74]) to the Manager for comment at least 10 Working Days prior to lodging the Outline Plan.
16.	<p>a) A Construction Environmental Management Plan (CEMP) will be submitted for information (at the same time as the Outline Plan, but outside the Outline Plan statutory process) in accordance with condition [20a)] below.</p> <p>b) Management plans that will be appended to the CEMP, and submitted as part of the Outline Plan statutory process, are:</p> <ul style="list-style-type: none"> <li>i) Construction Noise and Vibration Management Plan (CNVMP);</li> <li>ii) Construction Traffic Management Plan (CTMP);</li> <li>iii) Construction Air Quality Management Plan (CAQMP); and</li> <li>iv) Landscape Plan (LP).</li> </ul> <p>c) These management plans shall be prepared in general accordance with the draft management plans included with the documents and information</p>



	<p>provided in support of the application, except as modified by the conditions and information provided during the hearing and approved by the Board of Inquiry.</p> <p>d) SSEMPs will be submitted for certification in accordance with condition [23b]).</p> <p>e) A copy of the management plans (including the SSEMPs) will be made publicly accessible on the Project website.</p>
17.	<p>a) In order to assist KCDC with planning for staff resourcing, at least 2 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:</p> <ul style="list-style-type: none"> <li>i) The estimated timing for provision of the CEMP for comments;</li> <li>ii) The date proposed for the submission of the Outline Plan (or Plans); and</li> <li>iii) Expected timing for provision to KCDC, and response from KCDC officers, in respect of management plans (including SSEMPs); and</li> </ul> <p>b) The Requiring Authority shall give reasonable consideration to accommodating any concerns raised by KCDC over the proposed timing and, if requested by KCDC, 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.</p>
18.	<p>Once construction has commenced, the Requiring Authority shall provide the Manager with an updated schedule of construction activities and timing of any further management plans and/or Outline Plans that are required to be prepared for the Project at monthly intervals throughout the construction phase of the Project.</p>
<b>Construction Environmental Management Plan</b>	
19.	<p>The Requiring Authority shall, at least 10 working days prior to submitting the Construction Environmental Management Plan (CEMP) to KCDC, submit a draft to KCDC for comment.</p>
20.	<ul style="list-style-type: none"> <li>a) The Requiring Authority shall submit a CEMP to the Manager for information at the same time as the Outline Plan, but outside the Outline Plan statutory process.</li> <li>b) The CEMP shall be in general accordance with the draft CEMP submitted with the application. The CEMP shall include, as appendices, the management plans required under conditions [28, 35, 55 and 74].</li> <li>c) The CEMP (and its appendices) shall include details of: <ul style="list-style-type: none"> <li>i) Staff and contractors’ responsibilities;</li> <li>ii) Training requirements for employees, sub-contractors and visitors;</li> <li>iii) Environmental incident and emergency management (including the procedures required under regional consent condition [G.10]);</li> <li>iv) Communication and interface procedures;</li> <li>v) Environmental complaints management (required under condition [10]);</li> <li>vi) Compliance monitoring;</li> <li>vii) Environmental reporting;</li> <li>viii) Corrective action;</li> <li>ix) Environmental auditing;</li> <li>x) CEMP review; and</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>xi) Stakeholder and Communication Management Plan.</li> <li>d) The CEMP shall also confirm construction methodologies and construction timeframes, including staging.</li> </ul>
21.	The CEMP shall be implemented and maintained throughout the construction period, and updated if further design information is provided.
22.	A copy of the CEMP shall be held at one or more of the construction site offices at all times and be available for inspection by KCDC.
<b>Site Specific Environmental Management Plans</b>	
	<b>Advice Note:</b> <i>The SSEMPs are not part of the CEMP as they will be lodged in a staged manner throughout the course of the Project. The SSEMPs are required to be certified by KCDC (under the Project designations) and GWRC (under the relevant regional consents) in respect of their statutory functions.</i>
23.	<ul style="list-style-type: none"> <li>a) The objective of each SSEMP is to integrate design elements with environmental management and monitoring methods, and reflect this in a set of plans for each Stage or location, in order to define how the Project will be practically implemented on site.</li> <li>b) Not less than 20 working days prior to the commencement of any Stage or location of construction works, the Requiring Authority shall prepare and submit an SSEMP to the Manager for certification that:                             <ul style="list-style-type: none"> <li>i) The SSEMP has been prepared with inputs from suitably qualified specialists;</li> <li>ii) The SSEMP has been prepared in accordance with the management plans appended to the CEMP;</li> <li>iii) As a minimum, the SSEMP meets the information requirements set out in condition [25] unless alternative arrangements have been agreed in writing with the Manager and GWRC (in respect of their statutory functions).</li> </ul> </li> <li>c) Work shall not commence until the Requiring Authority has received the Manager’s written certification of the SSEMP.</li> </ul>
24.	<ul style="list-style-type: none"> <li>a) The SSEMP shall confirm final details, staging of work, and sufficient engineering design information to ensure that the Project remains within the limits and standards approved under this designation, and that the construction activities appropriately avoid, remedy, or mitigate adverse effects on the environment in accordance with the conditions of this designation.</li> <li>b) The Requiring Authority shall adhere to the requirements of each SSEMP at all times during the relevant construction stage of the Project.</li> </ul>
25.	<p>Each SSEMP shall include, but need not be limited to:</p> <ul style="list-style-type: none"> <li>a) A detailed design and construction methodology for all works within the area covered by the SSEMP;</li> <li>b) A detailed schedule of construction activities including the expected commencement date and duration of works in each location within the area covered by the SSEMP, and demonstrating that the area of disturbance will be kept to the minimum practicable;</li> <li>c) Detailed design specifications of all earthworks within the SSEMP area including disposal sites;</li> <li>d) Detailed design specifications for all erosion and sediment control measures, including supporting calculations (where appropriate, such as contributing catchment area and retention volume of structure), position of inlets/outlets, stabilisation measures proposed for structures, and any maintenance requirements;</li> <li>e) Detailed design of chemical treatment (if any) for each of the proposed sediment retention devices;</li> <li>f) Identification of the location of all discharge points to watercourses;</li> <li>g) Confirmation that temporary stockpiles of excavated material will be located at least 50 metres away from any flowing watercourse unless there is appropriate treatment of stormwater (which may include discharging to vegetated land);</li> </ul>

	<p>h) In respect of vegetation clearance and rehabilitation activities:</p> <ul style="list-style-type: none"> <li>i) Identification of valued habitats identified under regional consent condition [G.34a)i)] which are to be protected and retained;</li> <li>ii) Management of measures to minimise effects of vegetation clearance;</li> <li>iii) Identification of soil resource to be used for rehabilitation within the SSEMP area; and</li> <li>iv) The plan for implementing any relevant revegetation or restoration included within the Ecological Management Plan (EMP, to be certified by GWRC under the resource consent conditions) or the Landscape Plan (LP);</li> </ul> <p>i) In respect of stream realignment and culverting:</p> <ul style="list-style-type: none"> <li>i) Measures/methods to maintain fish passage during and following completion of construction works along the stretches of stream affected by the exercise of this consent;</li> <li>ii) Specific consideration of seasonal migration of native fish;</li> <li>iii) Details of culvert inlet/outlet protection structures e.g. pre-cast wing walls or rock rip-rap;</li> <li>iv) Confirmation of appropriate sizing of culverts and allowances for secondary flow paths during high flows;</li> <li>v) Detailed diversion plans and any other measures or details as appropriate to achieve compliance with all conditions of this consent and the objectives of the relevant management plans;</li> <li>vi) Confirmation that placement of excavated material in the wetted channel will be avoided, and the time spent by machinery in the wetted channel, including the number of vehicle crossings, will be minimised; and</li> <li>vii) Confirmation that any excess material from the bed and banks of the stream will be removed immediately on completion of the work;</li> </ul> <p>j) A drawing that clearly shows the location of key areas or features that are required to be avoided or otherwise protected during construction, including (but not be limited to) notable areas of bush or vegetation and heritage features;</p> <p>k) The identification of appropriately qualified and experienced staff to manage environmental issues onsite;</p> <p>l) The identification of staff who have clearly defined roles and responsibilities to monitor compliance with the SSEMP;</p> <p>m) Details of a chain of responsibility for managing environmental issues and details of responsible personnel;</p> <p>n) Details of the site access for all Work associated with construction of the Project;</p> <p>o) 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;</p> <p>p) Location of workers' conveniences (e.g. portaloos);</p> <p>q) 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);</p> <p>r) Details of the proposed maintenance of machinery and plant to minimise the potential for leakage of fuels and lubricants;</p> <p>s) Location of vehicle and construction machinery access and storage during the period of site works;</p> <p>t) 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;</p> <p>u) Methods for the clear identification and marking of the construction zones including those which extend into watercourses;</p> <p>v) 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;</p> <p>w) Methods to manage public health and safety during the construction works, and notification to the public of temporary access restrictions to the</p>
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	<p>immediate works area during the staged construction;</p> <ul style="list-style-type: none"> <li>x) 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;</li> <li>y) 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 on-going maintenance of the network and operational activities; and</li> <li>z) As a schedule to the SSEMP, a Site Specific Traffic Management Plan (SSTMP) as provided by condition [34], which shall describe the measures that will be undertaken to manage the traffic effects associated with the construction of specific parts of the Project.</li> </ul>
26.	<ul style="list-style-type: none"> <li>a) The Requiring Authority may request amendments to any of the SSEMPs by submitting the amendments in writing to the Manager at least 5 working days prior to those amendments being intended to be implemented.</li> <li>b) Any changes to the SSEMPs shall remain consistent with the overall intent of the relevant management plan and shall be consistent with the requirements of the relevant conditions attached to this designation.</li> <li>c) The changes sought shall not be implemented until the Requiring Authority has received the Manager’s written certification.</li> </ul>
27.	<ul style="list-style-type: none"> <li>a) In the event of any dispute, disagreement or inaction arising as to any certification required by condition [26], matters shall be referred in the first instance to the Manager and to the Requiring Authority to determine a process of resolution.</li> <li>b) If a resolution cannot be agreed within: <ul style="list-style-type: none"> <li>i) 3 months of lodging the particular SSEMP; or</li> <li>ii) 1 month of submitting a request for an amendment to an SSEMP;</li> </ul> the matter may be referred to an independent appropriately qualified expert, acceptable to both parties, setting out the details of the matter to be referred for determination and the reasons the parties do not agree. </li> <li>c) The expert shall be appointed within 10 working days of the NZTA or KCDC giving notice of their intention to seek expert determination. The expert shall, as soon as possible, issue a decision on the matter.</li> <li>d) The decision of the expert is binding and shall be implemented by the Requiring Authority.</li> <li>e) The dispute resolution process above will be applied before any formal enforcement action is taken by KCDC, except in urgent situations.</li> </ul>
<b>Construction Traffic Management Plan and Site Specific Traffic Management Plans</b>	
28.	<p>An Outline Plan (or Plans) for the construction of any part or Stage of the Project shall include a CTMP as an appendix to the CEMP. The CTMP shall address the matters in condition [29].</p>
29.	<ul style="list-style-type: none"> <li>a) In managing construction traffic, the Requiring Authority shall achieve the following outcomes: <ul style="list-style-type: none"> <li>i) Minimise the disruption to road users using the local road network and footpaths; and</li> <li>ii) Maintain a safe passage for all road and footpath users affected by construction.</li> </ul> </li> <li>b) The Requiring Authority shall: <ul style="list-style-type: none"> <li>i) Identify local road delay triggers on local travel routes;</li> <li>ii) Monitor the travel times on local travel route to determine if the delay triggers have been exceeded; and</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>iii) Investigate additional mitigation measures to remedy any adverse effects on local traffic arising from the delay triggers being exceeded.</li> <li>c) In achieving the outcomes in a), the Requiring Authority shall adopt the following standards and guidelines insofar as they are relevant:                             <ul style="list-style-type: none"> <li>i) NZTA Traffic Control Devices Manual; and</li> <li>ii) NZTA Code of Practice for Temporary Traffic Management.</li> </ul> </li> <li>d) In managing construction activities, the Requiring Authority shall comply with the following standards:                             <ul style="list-style-type: none"> <li>i) Local traffic shall not be held up by construction activities in any one location by longer than 2 minutes, except in regard to bridge construction when the structural components are being put in place, when the maximum delay shall not exceed 5 minutes; and</li> <li>ii) Emergency services shall be provided with unimpeded access along all local roads 24 hours per day, unless bridge or wall construction requires the temporary closure of a road, in which case an Emergency Action Plan must be developed and agreed with emergency services prior to any temporary closure so that an alternative access via a detour route is available for the duration of that temporary closure.</li> </ul> </li> </ul>
30.	The CTMP 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 is prepared. Where it is not possible to adhere to this standard, the COPTTM's prescribed Engineering Exception Decision (EED) process will be followed, which will include appropriate mitigation measures agreed with the Road Asset Manager.
31.	The Requiring Authority shall appoint an independent party to 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. A copy of the findings of each audit shall be provided to the Manager.
32.	<ul style="list-style-type: none"> <li>a) Prior to the commencement of construction of the Project, or any enabling Work, the Requiring Authority shall undertake a pre-construction condition survey of the carriageway/s along those local roads affected by the Project for which KDCDC 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.</li> <li>b) 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.</li> <li>c) 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 KDCDC is the road controlling authority, where that damage has resulted from the impacts of construction of the Project.</li> </ul>
33.	<ul style="list-style-type: none"> <li>a) The Requiring Authority shall carry out regular inspections of the road network affected by the Project during construction to ensure that all potholes and other damage resulting from the construction of the Project are identified as soon as practicable.</li> <li>b) The Requiring Authority shall contribute fair and reasonable costs towards repair and maintenance of potholes and other damage resulting from the construction of the Project.</li> <li>c) Prior to construction commencing the Requiring Authority will agree with KDCDC's Road Asset Manager the nature, extent and frequency of the inspections referred to in a).</li> </ul>
34.	Site Specific Traffic Management Plans (SSTMPs) shall describe the measures that will be undertaken 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. Each SSTMP must be consistent with, and

	<p>be implemented in accordance with, the CTMP.</p> <p>In particular, SSTMPs shall describe, where appropriate:</p> <ul style="list-style-type: none"> <li>a) Temporary traffic management measures required to manage impacts on road users during proposed working hours;</li> <li>b) Assessment of delays associated with the proposed closure/s and detour routes;</li> <li>c) The capacity of any proposed detour route(s) and their ability to carry the additional traffic volumes likely to be generated as a result of the construction of the Project 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;</li> <li>d) Measures to maintain existing vehicle access to adjacent properties and businesses;</li> <li>e) Measures to maintain safe and clearly identified pedestrian and cyclist access on roads and footpaths adjacent to the construction work. 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;</li> <li>f) Measures to maintain passenger transport services and facilities;</li> <li>g) Any proposed temporary changes in speed limit;</li> <li>h) Provision for safe and efficient access of construction vehicles to and from construction site(s); and</li> <li>i) Measures that will be undertaken by the Requiring Authority to communicate traffic management measures to affected road users and stakeholders.</li> </ul> <p>The SSTMP(s) shall be appended to the relevant SSEMP when submitted to KCDC for certification.</p>
<b>Construction Noise and Vibration Management Plan</b>	
35.	<p>An Outline Plan (or Plans) for the construction of any part or Stage of the Project shall include a Construction Noise and Vibration Management Plan (CNVMP) as an appendix to the CEMP. The CNVMP shall address the matters in conditions [36 and 37].</p>
36.	<p>The purpose of the CNVMP shall be to provide a framework to manage construction noise/vibration appropriately for the variety of circumstances within the Project area by outlining the measures, procedures and standards for mitigating the effects of noise and vibration during construction of the Project to meet:</p> <ul style="list-style-type: none"> <li>a) The noise criteria set out in condition [38], where practicable. Where it is not practicable to achieve those criteria, alternative strategies should be described to address the effects of noise on neighbours; and</li> <li>b) The Category A vibration criteria set out in condition [39], 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 Category A criteria. If predicted construction vibration exceeds the Category B criteria, then construction activity should, where practicable, only proceed if approved by the Manager and if there is appropriate monitoring of vibration levels and effects on those buildings identified as being at risk of exceeding the Category B criteria, by suitably qualified experts.</li> </ul>
37.	<p>The CNVMP shall, as a minimum, address the following:</p> <ul style="list-style-type: none"> <li>a) Description of the Work, anticipated equipment/processes and their scheduled durations;</li> <li>b) Hours of operation, including times and days when construction activities causing noise and/or vibration would occur;</li> <li>c) The construction noise and vibration criteria for the Project;</li> <li>d) Identification of affected houses and other sensitive locations where noise and vibration criteria apply;</li> </ul>

	e) Requirements for building conditions surveys at locations close to activities generating significant vibration, prior to and after completion of the Works (including all buildings predicted to exceed Category A vibration criteria in condition [39]); f) Procedures for preparation of management schedules containing site specific information; g) Mitigation options, including alternative strategies where full compliance with the relevant noise and/or vibration criteria cannot be achieved; h) Methods and frequency for monitoring and reporting on construction noise and vibration; i) Stakeholder communications as per the Stakeholder and Communications Management Plan required by condition [7]; j) Complaints processes as required by condition [10]; and k) Operator training procedures and expected construction behaviours under the CEMP as required by condition [20].			
38.	Construction noise shall be measured and assessed in accordance with NZS 6803:1999 ‘Acoustics – Construction Noise’. The construction noise criteria for the purposes of the CNVMP are:			
	<b>Time of week</b>	<b>Time period</b>	<b>dB LAeq(15 min)</b>	<b>dB LAFmax</b>
	<b>Residential</b>			
	<b>Weekdays</b>	0630-0730	60	75
		0730-1800	75	90
		1800-2000	70	85
		2000-0630	45	75
	<b>Saturdays</b>	0630-0730	45	75
		0730-1800	75	90
		1800-2000	45	75
		2000-0630	45	75
	<b>Sundays and Public Holidays</b>	0630-0730	45	75
		0730-1800	55	85
		1800-2000	45	75
		2000-0630	45	75

	<b>Industrial and Commercial</b>																									
	<b>All days</b>	0730-1800	75																							
		1800-0730	80																							
39.	<p>Construction vibration shall be measured in accordance with ISO 4866:2010 ‘<i>Mechanical vibration and shock – Vibration of fixed structures- Guidelines for the measurement of vibrations and evaluation of their effects on structures</i>’. The construction vibration criteria for the purposes of the CNVMP are:</p> <table border="1"> <thead> <tr> <th>Receiver</th> <th>Details</th> <th>Category A</th> <th>Category B</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Occupied Dwellings</td> <td>Night time 2000h-0630h</td> <td>0.3 mm/s PPV</td> <td>1 mm/s PPV</td> </tr> <tr> <td>Daytime 0630h-2000h</td> <td>1 mm/s PPV</td> <td>5 mm/s PPV</td> </tr> <tr> <td>Other occupied buildings*</td> <td>Daytime 0630h-2000h</td> <td>2 mm/s PPV</td> <td>5 mm/s PPV</td> </tr> <tr> <td rowspan="2">All other buildings</td> <td>Vibration – transient</td> <td>5 mm/s PPV</td> <td>BS5228-2:2009* Table B.2</td> </tr> <tr> <td>Vibration – continuous</td> <td>5 mm/s PPV</td> <td>50% of BS5228-2:2009* Table B.2</td> </tr> </tbody> </table> <p>* BS5228-2:2009 ‘<i>Code of Practice for Noise and Vibration Control on Construction and Open Sites – Part 2: Vibration</i>’</p>				Receiver	Details	Category A	Category B	Occupied Dwellings	Night time 2000h-0630h	0.3 mm/s PPV	1 mm/s PPV	Daytime 0630h-2000h	1 mm/s PPV	5 mm/s PPV	Other occupied buildings*	Daytime 0630h-2000h	2 mm/s PPV	5 mm/s PPV	All other buildings	Vibration – transient	5 mm/s PPV	BS5228-2:2009* Table B.2	Vibration – continuous	5 mm/s PPV	50% of BS5228-2:2009* Table B.2
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	Vibration – continuous	5 mm/s PPV	50% of BS5228-2:2009* Table B.2																							
<b>Network Utilities Management Plan</b>																										
40.	<p>The Requiring Authority shall prepare and implement a Network Utilities Management Plan (NUMP), the purpose of which shall be to outline the methodologies that will be adopted to ensure enabling work, design, and construction of the Project adequately takes account of (and includes measures to address) the safety, integrity, protection, and (where necessary) relocation of Existing Network Utilities.</p>																									
41.	<p>a) 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 shall be implemented during the construction of the Project. The NUMP shall include:</p> <ul style="list-style-type: none"> <li>i) Contact details for the utility owners and a protocol for liaison with them;</li> <li>ii) Measures to be used to accurately identify the location of Existing Network Utilities;</li> <li>iii) Measures for the protection, relocation and/or reinstatement of Existing Network Utilities;</li> <li>iv) 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;</li> <li>v) Measures to provide for the safe operation of plant and equipment, and the safety of workers, in proximity to live Existing Network Utilities;</li> <li>vi) Measures to manage potential induction hazards to Existing Network Utilities;</li> </ul>																									



	<ul style="list-style-type: none"> <li>vii) Earthwork management (including depth and extent of earthwork), for earthworks in close proximity to Existing Network Utilities;</li> <li>viii) Vibration management for Work in close proximity to existing network utilities; and</li> <li>ix) Emergency management procedures in the event of any emergency involving Existing Network Utilities.</li> </ul> <p>b) The Requiring Authority shall ensure that the construction Work does not adversely impact on the safe and efficient operation and planned upgrade of network utilities.</p>
<b>Construction Lighting</b>	
42.	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.
<b>Settlement Management</b>	
43.	<p>In managing the construction of the Project and its potential effects on ground settlement south of Mary Crest and north of Rahui Road, the Requiring Authority shall achieve the following outcomes:</p> <ul style="list-style-type: none"> <li>a) Minor road repair to existing roads such as sealing of cracks may be required during construction and the pavement may need to be reinstated on completion of the preloading and construction; the railway line may also need to be re-levelled during or soon after construction; and</li> <li>b) Ground settlement will be closely monitored by settlement plates / stations during and after the preloading period to assess the settlement of the adjacent ground, especially at SH1 and the NIMT. Any development of cracks of the road seal should be recorded and monitored, to trigger repairs as necessary.</li> </ul>
44.	<p>The Requiring Authority shall establish a series of ground settlement monitoring marks to monitor potential settlement that might occur as a result of construction of embankments and drawdown of the groundwater table. The survey marks will be generally located as follows:</p> <ul style="list-style-type: none"> <li>a) At 20 m intervals along sections identified as prone to settlement due to construction of compressible ground / and preloading (namely south of Mary Crest and north of Rahui Road); and</li> <li>b) Adjacent to stormwater features where settlement of more than 0.1 m due to groundwater drawdown has been predicted.</li> </ul> <p>The exact locations of each type of settlement monitoring marks shall be confirmed in the relevant SSEMP.</p>
45.	<p>The Requiring Authority shall survey the settlement monitoring marks at the following frequency:</p> <ul style="list-style-type: none"> <li>a) Pre-construction – settlement at monthly intervals starting at least 1 month prior to Active Construction commencing within 500 metres of the monitoring mark;</li> <li>b) During construction: <ul style="list-style-type: none"> <li>i) settlement at weekly intervals during active construction earthworks in the area;</li> <li>ii) settlement at monthly intervals after construction earthworks in the area until settlement is less than 5mm per month; and</li> <li>iii) settlement at 3 monthly intervals during the balance of the construction period;</li> </ul> </li> <li>c) Post-construction: <ul style="list-style-type: none"> <li>i) settlement at 3 monthly intervals for 12 months.</li> </ul> </li> </ul>

46.	<p>Immediately following each monitoring round, the Requiring Authority shall use the settlement monitoring results (together with the results of visual observation and groundwater monitoring where they may provide additional information) to reassess whether any damage has occurred or is likely to occur as a result of settlement arising from any Project Work. If the reassessment indicates that any damage has occurred or is likely to occur:</p> <ul style="list-style-type: none"> <li>a) the owner and occupier of the site shall be notified within 72 hours;</li> <li>b) the Requiring Authority shall undertake appropriate remedial or preventative action; and</li> <li>c) the Requiring Authority shall advise the owner and occupier of the site and the Manager of any remedial or preventative action undertaken.</li> </ul>
47.	<p>The Requiring Authority may reduce the frequency of settlement monitoring required by condition [45] when:</p> <ul style="list-style-type: none"> <li>a) The Active Construction Stage has passed; and</li> <li>b) 3-monthly monitoring has been carried out for a minimum of 6 months; and</li> <li>c) The monitoring indicates that no damage has occurred or is likely to occur.</li> </ul>
48.	<p>The Requiring Authority shall collate the results of the settlement monitoring (undertaken pursuant to condition [45]) and prepare a report that shall be made available to KCDC at the completion of construction Work for the Project.</p>
<b>Archaeology and Built Heritage</b>	
49.	<p>The Outline Plan(s) for the construction of the Project shall include the following:</p> <ul style="list-style-type: none"> <li>a) Any heritage monitoring requirements;</li> <li>b) Procedures, stand down periods and dispute resolution processes to be applied in the event of an archaeological discovery;</li> <li>c) Methods for transferring any relevant information to KCDC upon completion of Works;</li> <li>d) The methodology for relocating the following structures: <ul style="list-style-type: none"> <li>i) the Ōtaki Railway Station (within the existing site);</li> <li>ii) Clifden cottage at Bridge Lodge (to 91 Gear Road, Te Horo); and</li> <li>iii) the 'Beehive Kilns' at the former Mirek Smisek pottery site, 990 State Highway 1, Te Horo (within the existing site).</li> </ul> </li> </ul>
50.	<ul style="list-style-type: none"> <li>a) In managing the construction of the Project and its effects on archaeology and built heritage, the Requiring Authority shall achieve the following outcomes: <ul style="list-style-type: none"> <li>i) The use of appropriate training, methods, protocols, and procedures in relation to the possible presence of cultural or archaeological sites or material that may be discovered during construction;</li> <li>ii) The investigation and recording of any archaeological resources discovered during the construction of the Project and the use of that information gained to facilitate a greater general understanding of the history and cultural heritage of the Kāpiti Coast;</li> <li>iii) The protection of the built heritage values of the following sites or heritage structures from significant adverse effects: <ul style="list-style-type: none"> <li>a) the Ōtaki Railway Station;</li> <li>b) Clifden cottage;</li> <li>c) the former Mirek Smisek pottery site (including the former Te Horo Railway Station);</li> <li>d) the property at 230 Main Road, Ōtaki;</li> </ul> </li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>e) the former Rahui Factory Social Hall; and</li> <li>f) the former Rahui Milk Treatment Station.</li> </ul> <p>b) In achieving these outcomes, the Requiring Authority shall comply or be consistent with the following standards and guidelines:</p> <ul style="list-style-type: none"> <li>i) ICOMOS New Zealand Charter for the Conservation of Places of Cultural Heritage Value 2010; and</li> <li>ii) Conditions contained in any archaeological authorities granted by the NZHPT under the Historic Places Act 1993.</li> </ul> <p><b>Advice Note:</b> <i>The Requiring Authority will be seeking separate archaeological authorities from the NZHPT under section 12 of the Historic Places Act 1993, prior to the commencement of construction. The authorities are likely to include requirements for detailed investigations and monitoring effects and are also likely to require the preparation of an Heritage Management Plan (or an Archaeological Management Plan). The Requiring Authority shall actively promote the inclusion of conditions on the archaeological authorities to secure these requirements at the time of making application for these authorities.</i></p>
51.	Relocation of the Ōtaki Railway Station, Clifden cottage at Bridge Lodge, and the 'Beehive Kilns' will be in accordance with a heritage conservation plan prepared (or, in the case of the Ōtaki Railway Station, updated) by a suitably qualified and experienced conservation architect.
52.	<p>The Requiring Authority shall, in consultation with Nga Hapū o Ōtaki, finalise an accidental discovery protocol and provide a copy to KCDC and GWRC for information at the time the CEMP is submitted. 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:</p> <ul style="list-style-type: none"> <li>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;</li> <li>b) Parties to be notified in the event of an accidental discovery, who shall include, but need not be limited to, Nga Hapū o Ōtaki, the NZHPT, GWRC, KCDC and, if koiwi are discovered, the New Zealand Police;</li> <li>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</li> <li>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 Nga Hapū o Ōtaki and the NZHPT.</li> </ul>
53.	<ul style="list-style-type: none"> <li>a) The Requiring Authority will undertake pre-construction monitoring where any Works are proposed within the following areas identified as being of high archaeological potential: <ul style="list-style-type: none"> <li>i) The dune area between the Waitohu Stream and the Mangapouri Stream;</li> <li>ii) The dune area south of Mary Crest; and</li> <li>iii) The grounds of the property at 230 Main Road, Ōtaki.</li> </ul> </li> <li>b) The accidental discovery protocol referred to in condition [52] will apply in the event of the accidental discovery of cultural or archaeological artefacts or features during that monitoring.</li> <li>c) The Requiring Authority shall invite a representative or representatives of Nga Hapū o Ōtaki to be present during the pre-construction monitoring.</li> </ul>
54.	<ul style="list-style-type: none"> <li>a) During archaeological field investigations, the Requiring Authority shall hold a series of open days associated with those investigations.</li> <li>b) Following completion of the construction of the Project, the Requiring Authority shall, in consultation with Nga Hapū o Ōtaki, KCDC, and the New Zealand Historic Places Trust, and for the purpose of public information and education:</li> </ul>

	<ul style="list-style-type: none"> <li>i) Prepare a series of fixed interpretive signs and place those signs at culturally and/or archaeologically significant or strategic locations;</li> <li>ii) Prepare a complementary set of portable interpretive panels to be supplied to KCDC for use and distribution, based on information obtained as part of any investigations undertaken in accordance with any archaeological authorities granted under the Historic Places Act 1993; and</li> <li>iii) Prepare and publish material (for example a booklet or series of booklets, or publication in an academic journal) suitable for a general audience that provides a summary of the archaeological findings and cultural heritage relating to the Project.</li> </ul>
<b>Construction Air Quality Management Plan</b>	
55.	<ul style="list-style-type: none"> <li>a) An Outline Plan (or Plans) for the construction of any part or Stage of the Project shall include a CAQMP. The CAQMP shall be generally consistent with the draft CAQMP submitted with the application. The CAQMP shall be submitted as an appendix to the CEMP.</li> <li>b) The purpose of the CAQMP shall be to establish methods to be used to limit dust and odour nuisance, and procedures for responding to any complaints and events in order to comply with the outcomes and standards required under condition [59].</li> <li>c) The CAQMP shall include the following details: <ul style="list-style-type: none"> <li>i) Identification of the sensitive locations where specific dust mitigation measures may be required;</li> <li>ii) Identification of contingency measures to address identified and verified adverse effects on sensitive receptors. Contingency measures may include options such as: <ul style="list-style-type: none"> <li>a) Cleaning of water tanks and replenishment of water supplies;</li> <li>b) Cleaning of houses;</li> <li>c) Cleaning of other buildings and infrastructure; and</li> <li>d) Cleaning of local roads in agreement with KCDC's Road Asset Manager.</li> </ul> </li> <li>iii) Visual monitoring of dust emissions;</li> <li>iv) Methods to be used to limit dust and odour nuisance;</li> <li>v) Procedures for responding to process malfunctions and accidental dust discharges;</li> <li>vi) Criteria, including consideration of weather conditions and procedures for use of water sprays on stockpiles and operational areas of the site;</li> <li>vii) Implementation of Continuous Monitoring of Total Suspended Particulate (TSP) concentrations;</li> <li>viii) Monitoring of the times of offensive odour emissions from the ground;</li> <li>ix) Procedures for responding to discharges of odour (including in the event of excavation of contaminated sites);</li> <li>x) Monitoring of construction vehicle maintenance; and</li> <li>xi) The identification of staff and contractors' responsibilities.</li> </ul> </li> </ul>
56.	<p>In managing dust arising from construction activities, the consent holder shall achieve the following outcome:</p> <ul style="list-style-type: none"> <li>a) Earthworks are managed to minimise the amount of dust received offsite.</li> </ul>
57.	<p>Monitoring of wind speed, wind direction, air temperature and rainfall shall be undertaken:</p> <ul style="list-style-type: none"> <li>a) In general accordance with the Good Practice Guide for Air Quality Monitoring and Data Management, Ministry for Environment, 2009; and</li> <li>b) Continuously for the duration of the construction phase of the Project, at a point that is representative of the local weather conditions across the construction site.</li> </ul>

58.	The consent holder shall review the CAQMP at least annually and as a result of any material change to the Project.
59.	There shall be no odour, dust or fumes beyond the site boundary caused by discharges from the site which, in the opinion of an enforcement officer, is noxious, offensive or objectionable.
60.	Beyond the site boundary, there shall be no hazardous air pollutant caused by discharges from the site that causes, or is likely to cause, adverse effects on human health, environment or property.

### 31.4 Proposed Designation Conditions – applying to only NZTA

**Table 31-4: Proposed Designation Conditions- - only NZTA**

Cond no.	Proposed Conditions – applying to only NZTA
<b>Noise and Vibration Management – Operation</b>	
61.	For the purposes of conditions [61 to 73], the following terms will have the following meanings: <ul style="list-style-type: none"> <li>a) BPO – means Best Practicable Option;</li> <li>b) Building-Modification Mitigation – has the same meaning as in NZS6806:2010;</li> <li>c) Habitable Space – has the same meaning as in NZS6806:2010;</li> <li>d) Noise Assessment – means the Operational Noise and Vibration Assessment submitted with the NoR;</li> <li>e) Noise Criteria Categories – means groups of preference for time-averaged sound levels established in accordance with NZS6806:2010 when determining the selected mitigation option considered to be the BPO; i.e. Category A – primary noise criterion, Category B – secondary noise criterion, Category C – internal noise criterion;</li> <li>f) NZS6806:2010 – means NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;</li> <li>g) PPFs – has the same meaning as in NZS6806:2010, and are generally identified in green, yellow or red on drawings N-001 to N-008; and</li> <li>h) Structural Mitigation – has the same meaning as in NZS6806:2010.</li> </ul>
62.	The Requiring Authority shall implement the noise mitigation measures identified in the ‘Selected Options’ in section 7 of the Noise Assessment as part of the Project, in order to achieve the Noise Criteria categories indicated in drawings N-001 to N-008, where practicable and subject to conditions [61 to 73].
63.	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 construction of the Project, subject to condition [68], as a minimum shall include low-noise road surfaces in general accordance with the Noise Assessment.
64.	Where the design of the Detailed Mitigation Options identifies that it is not practicable to implement a particular Structural Mitigation measure in the

	<p>location or of the length included in the “Selected Options” either:</p> <ul style="list-style-type: none"> <li>a) If the design of the Structural Mitigation measure could be changed and would still achieve the same Identified Category or Category B at all relevant PPFs, and a suitably qualified person certifies to KDCDC that the changed Structural Mitigation would be consistent with adopting the BPO in accordance with NZS6806:2010, the Detailed Mitigation Options may include the changed mitigation measure, or</li> <li>b) If the changed design of the Structural Mitigation measure would change the Noise Criteria Category at any PPF from Category A or B to Category C, and the Manager confirms that the changed Structural Mitigation measure would be consistent with adopting the BPO in accordance with NZS6806:2010, the Detailed Mitigation Options may include the changed mitigation measure.</li> </ul>
65.	<p>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.</p>
66.	<p>Prior to construction of the Project, a suitably qualified acoustic specialist shall identify those PPFs which, following implementation of all the Structural Mitigation measures included in the Detailed Mitigation Options, are not in Noise Criteria Categories A or B and where Building Modification Mitigation in accordance with NZS 6806:2010 may be required to achieve 40 dB <math>L_{Aeq(24h)}</math> inside Habitable Spaces (“Category C Buildings”).</p>
67.	<ul style="list-style-type: none"> <li>a) Prior to commencement of construction of the Project in the vicinity of a Category C Building, the Requiring Authority shall write to the owner of each Category C 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.</li> <li>b) If the owner(s) of the Category C Building approve the Requiring Authority’s access to the property within 12 months of the date of the Requiring Authority’s letter (sent pursuant to a)), then no more than 12 months prior to commencement of construction of the Project in any Sector, the Requiring Authority shall instruct a suitably qualified acoustic specialist to visit the building to measure internal noise levels and assess the existing building envelope in relation to noise reduction performance.</li> </ul>
68.	<p>Where a Category C Building is identified, the Requiring Authority shall be deemed to have complied with condition [67] above where:</p> <ul style="list-style-type: none"> <li>a) The Requiring Authority (through its acoustics specialist) has visited and assessed the building; or</li> <li>b) The owner of the Category C Building approved 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</li> <li>c) The owner of the Category C Building did not approve the Requiring Authority’s access to the property within the time period set out in condition [67b]) (including where the owner(s) did not respond to the Requiring Authority’s letter within that period); or</li> <li>d) The owner of the Category C Building cannot, after reasonable enquiry, be found prior to completion of construction of the Project.</li> </ul> <p>If any of (a) to (d) above apply to a particular Category C Building, the Requiring Authority shall not be required to implement any Building-Modification Mitigation at that Category C Building.</p>
69.	<p>Subject to condition [70], within six months of the assessment required under condition [67b]), the Requiring Authority shall give notice to the owner of each Category C Building:</p> <ul style="list-style-type: none"> <li>a) Advising of the options available for Building-Modification Mitigation to the building; and</li> <li>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, 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.</li> </ul>

70.	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.
71.	Subject to condition [70], where Building-Modification Mitigation is required, the Requiring Authority shall be deemed to have complied with condition [67b)) above where: a) The Requiring Authority has completed Building-Modification Mitigation to the Category C Building; or b) The owner(s) of the Category C Building did not accept the Requiring Authority’s offer to implement Building-Modification Mitigation prior to the expiry of the timeframe stated in condition [69b)) above (including where the owner(s) did not respond to the Requiring Authority within that period); or c) The owner of the Category C Building cannot, after reasonable enquiry, be found prior to completion of construction of the Project.
72.	The Requiring Authority shall manage and maintain the Detailed Mitigation Options to ensure that, to the extent practicable, those mitigation measures retain their noise reduction performance.
73.	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) Predicted noise levels, including identification of any PPFs which have changed NZS 6806:2010 noise categories; and c) Methods for post-construction validation of the Noise Assessment.
<b>Landscape and Urban Design</b>	
74.	An Outline Plan(s) for the Project shall include a Landscape Plan (LP) as an appendix to the CEMP. The LP shall address the matters in conditions [74 to 78].
75.	The purpose of the LP is to outline the methods and measures to be implemented prior to construction, during the construction phase, and for a defined period thereafter to avoid, remedy and mitigate adverse effects of the permanent Works on landscape amenity. The LP shall document the permanent mitigation measures, as well as the necessary monitoring and management required to successfully implement those measures during the construction phase and the transition to the Operational phase of the Expressway. a) The LP shall be prepared in consultation with: i) Keep Ōtaki Beautiful and Ngā Hapū-o-Ōtaki, where the Works are within or directly affect the Pare-o-Matangi reserve; and ii) KCDC. b) Consultation under a) shall commence at least 60 Working Days prior to submission of the finalised LP to KCDC. Any comments and inputs received from the parties listed above shall be clearly documented, along with an explanation of where any comments have not been incorporated and the reasons why. c) The LP shall provide information how the following outcomes will be achieved: i) The integration of the Expressway’s permanent Works, including earthworked areas, structures and noise attenuation measures, into the surrounding landscape and topography (including the contouring of dune landforms), including but not limited to the restoration of areas used for temporary Work and construction yards, and the reinstatement with appropriate vegetation types; ii) The mitigation of the visual effects of the Expressway on properties in the immediate vicinity through landscape Work, generally within land acquired for the Expressway (but also on private properties, where appropriate, and where the relevant owner consents); iii) The retention or relocation of significant existing trees, or their replacement if their retention or relocation is not practicable; iv) The retention of areas of regenerating indigenous vegetation;

	<ul style="list-style-type: none"> <li>v) The proposed maintenance of plantings, including the replacement of unsuccessful plantings; and</li> <li>vi) Coordination of landscape Works with ecology Works, including those required for stream diversion and permanent stormwater control ponds.</li> </ul>
76.	<p>The LP shall be prepared by suitably qualified and experienced landscape architect, and shall:</p> <ul style="list-style-type: none"> <li>a) implement the principles and outcome sought by the Urban and Landscape Design Framework (technical report 23); and</li> <li>b) be consistent with the Ecological Management Plan (EMP), which is required to be certified under the regional consent conditions; and</li> <li>c) be prepared in accordance with: <ul style="list-style-type: none"> <li>i) Transit New Zealand’s Guidelines for Highway Landscaping (dated December 2006) – or any subsequent updated version; and</li> <li>ii) Transit New Zealand’s “Urban Design Implementation Principles (2006)” – or any subsequent updated version.</li> </ul> </li> </ul>
77.	<p>In order to confirm that the LP is consistent with the ecological management measures in the EMP, a copy of the EMP shall be provided to KCDC at the same time it is submitted to GWRC under the regional resource consent conditions.</p>
78.	<p>The LP shall include details of landscape design, including the following matters:</p> <ul style="list-style-type: none"> <li>a) Identification of vegetation to be retained, including retention of as many as practicable significant trees and areas of regenerating indigenous vegetation;</li> <li>b) Protection measures for vegetation to be retained, and make good planting along cleared edges;</li> <li>c) Proposed planting including plant species, plant/grass mixes, spacing/densities, sizes (at the time of planting) and layout and planting methods including trials;</li> <li>d) 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 Expressway;</li> <li>e) Detailed specifications relating to (but not limited to) the following: <ul style="list-style-type: none"> <li>i) Vegetation protection (for desirable vegetation to be retained);</li> <li>ii) Weed control and clearance;</li> <li>iii) Pest animal management;</li> <li>iv) Ground preparation;</li> <li>v) Mulching; and</li> <li>vi) Plant supply and planting, including hydroseeding and grassing, which shall require: <ul style="list-style-type: none"> <li>a) Any planting to reflect the natural plant associations of the area;</li> <li>b) Where practicable, the use of mixes of plant which are of a suitable richness and diversity to encourage self-sustainability once established; and</li> <li>c) Any native plants to, so far as practicable, be genetically sourced from the relevant Ecological District;</li> </ul> </li> </ul> </li> <li>f) Consideration of: <ul style="list-style-type: none"> <li>i) The landscape character of the area;</li> <li>ii) The integration of the Works into the natural environment, including streams; and</li> <li>iii) Crime Prevention Through Environmental Design (CPTED) principles in urban areas.</li> </ul> </li> </ul>
<b>Operational Lighting</b>	
79.	<p>Lighting shall be designed and screened to minimise the amount of lighting overspill and illumination of residential areas, and shall demonstrate that:</p> <ul style="list-style-type: none"> <li>a) All motorway lighting shall be designed in accordance with "Road lighting Standard AS/NZS1158"; and</li> <li>b) All other lighting shall be designed in accordance with the relevant rules of the District Plan.</li> </ul>



<b>Transport – Operational</b>	
80.	<ul style="list-style-type: none"><li>a) The Requiring Authority shall prepare, in collaboration with KCDC and GWRC (the latter in respect of the public transport elements), a Network Integration Plan (NIP) for the Expressway, or relevant Expressway stages, to demonstrate how the Expressway integrates with the existing local road network and with future improvements planned by KCDC and GWRC.</li><li>b) The NIP shall include details of proposed physical Work at the interface between the State highway and the local road and public transport network, and shall address such matters as lane configuration, traffic signal co-ordination and operational strategies, signage and provision for bus stops.</li><li>c) The Requiring Authority shall submit the NIP to the Manager at least 20 working days prior to commencement of construction of the Expressway.</li><li>d) Works identified in the NIP which are the responsibility of the NZTA, including any Work associated with the relocation of bus stops, will be undertaken at the time the Project is constructed.</li></ul>