

7 June 2019

The Chief Executives:

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Te Ahu a Turanga: Manawatū Tararua Highway Project: Notice of Decision of the New Zealand Transport Agency under section 172 of the Resource Management Act 1991

1. Pursuant to section 168 of the Resource Management Act 1991 ("**RMA**"), the New Zealand Transport Agency ("**Transport Agency**") gave notice to Manawatū District Council, Tararua District Council, and Palmerston North City Council (together the "**Councils**") of its requirement for designations in the Councils' District Plans ("**NoRs**"). The designations are to provide for the construction of the Te Ahu a Turanga: Manawatū Tararua Highway Project (the "**Project**").
2. The Councils appointed a Hearing Panel ("**Panel**") to consider the NoRs, and to make a recommendation to the Transport Agency under section 171(2) of the RMA as to whether the NoRs should be confirmed, modified, made subject to conditions, or withdrawn.
3. In a report dated 24 May 2019 ("**Recommendation Report**"), the Panel recommended that the NoRs be confirmed as modified through the submission and hearing process, subject to conditions attached as Schedule A to the Recommendation Report ("**Panel Conditions**").
4. The Transport Agency is grateful to the Panel for its fulsome and prompt consideration of the NoRs, and to the participants in the hearing process for their input.
5. The Transport Agency has carefully considered the Recommendation Report and the Panel Conditions.
6. In respect of the NoRs, the Transport Agency's decision is to **confirm the requirements**. The Transport Agency makes a number of changes to the Panel Conditions, addressed below. On that basis, **the Transport Agency accepts the Councils' recommendation in part**.
7. A complete set of the final conditions, including changes to the Panel Conditions, is attached as **Schedules A and B**. Two versions of the final conditions are provided:

- (a) a version showing the changes to the Panel Conditions as tracked changes, with an additional column providing the reasons for the changes (**Schedule A**); and
 - (b) a clean final version (**Schedule B**).
8. Under section 172(3) of the RMA, the Transport Agency is required to give reasons where it rejects the Councils' recommendation. The changes the Transport Agency has made to the Panel Conditions, and the reasons for those changes, are set out below and in **Schedule A**.
 9. The Transport Agency accepts the majority of the Panel Conditions without making any changes. Where changes have been made, they are in most instances relatively minor.
 10. Two of the most substantive changes made by the Transport Agency to the Panel Conditions relate to the shared path requirements, and the measures to address the effects of the Project on the fertiliser trial site ("**trial site**") at the Ballantrae Hill Country Research Station owned by AgResearch Limited ("**AgResearch**"). Those specific changes and the reasons for them are explained below.
 11. Other changes are shown as tracked in the **Schedule A** version of the final conditions. The reasons for those other changes set out in the right-hand column in **Schedule A**.

Conditions relating to the provision of a shared path(s)

12. The Transport Agency has made changes to the Panel Conditions relating to the shared path(s), as described below.

Amendment to the definition of "shared path"

13. The Panel Conditions define "shared path" as:

A safe, sealed, contraflow path for pedestrians and cyclists that is separated from the carriageway.

14. The Transport Agency agrees with most aspects of this definition. In particular, the Agency agrees with the requirements for a sealed, contraflow path that is separated from the carriageway.
15. The Transport Agency considers these requirements, together with the specific design requirements for the shared path set out in Condition 36, will ensure the shared path is appropriately "safe". However, the Transport Agency is concerned that the inclusion of the word "safe" in the definition may create uncertainty given that there can be differing opinions as to what that term means.
16. The Transport Agency has therefore removed "safe" from the definition and replaced the defined term of "shared path" with "safe shared path". The Transport Agency considers the requirement for a sealed surface, a contraflow design, physical separation of vulnerable users from motorised vehicles using the carriageway of the new road, and compliance with the design specifications set out in Condition 36 will ensure that the shared path is designed and constructed in an appropriately safe manner.

Amendments to the design specifications for the shared path (Condition 36)

17. In its reply submissions at the end of the hearing, the Transport Agency proposed conditions requiring that:
 - (a) prior to the opening of the new road:

- (i) the existing walkway from Hampson Street, Woodville must be extended to west of the eastern roundabout;
 - (ii) pedestrian and cycling facilities must be provided between the Western Car Park and the State Highway 3 Ashhurst Bridge; and
 - (iii) the Ashhurst Bridge must be upgraded to provide improved walking and cycling access, subject to any necessary resource consents for the upgrade works being granted; and
- (b) as soon as reasonably practicable, a pedestrian and cycling facility must be provided between Ashhurst and Woodville in the form of a separated shared path.
18. The Panel Conditions extend and add detail to these conditions (Panel Conditions 35 in respect of the Ashhurst Bridge in particular, and 36 in respect of the shared path generally). The Transport Agency accepts those additional requirements and detail in part, including in particular the requirements in Condition 36 that the shared path(s) be:
- (a) in place prior to the opening of the new road; and
 - (b) along the entire length of the new road, including across any bridges, and start as far west as the intersection of State Highway 3 and Cambridge Avenue in Ashhurst, connect with the Western Car Park, and end as far east as Hampson Street in Woodville.
19. The Transport Agency also accepts in general terms the design requirements for the shared path(s) set out in Condition 36, being that the shared path(s) must:
- (a) be separated from the carriageway of the new road by, at minimum, a wire barrier;
 - (b) be designed and constructed in accordance with the AustRoads Guide to Road Design Part 6A Appendix A Figure A1: Bicycle Path Operation ("**Austrorads Guide**"); and
 - (c) generally have a minimum sealed width of 3.0 metres for the entire length of the new road and a minimum width of 0.2 metres from any barrier.
20. However, the Transport Agency has made amendments to the Panel Conditions in respect of the shared path to reflect that in some situations, the Transport Agency is constrained by:
- (a) the land available for the shared path (particularly at the eastern and western ends of the shared path route); and/or
 - (b) the requirement to comply with other conditions on the designations, and in particular to minimise the footprint of the new road in order to avoid or minimise adverse effects.
21. In respect of the latter point:
- (a) Condition 9(e)(i) to (iii) require the Project to be constructed in accordance with specific ecological limits; and
 - (b) Condition T3 requires the Project to be constructed in accordance with specific limits on the extent to which the frame sites and farmlets within the trial site may be affected.

22. In these "pinch point" locations, the Transport Agency requires the flexibility to construct a more narrow shared path in order to appropriately balance shared path requirements with the need to appropriately address other relevant environmental effects.
23. The conditions requiring the shared path to be designed in accordance with the Austroads Guide, and to have a minimum sealed width of 3.0 metres and minimum clearance of 0.2m from any barrier, have therefore been made "*subject to the area of land available and constraints imposed by Conditions 9(e)(i) to (iii) and Condition T3*".¹
24. In addition, the Transport Agency has deleted the reference to Scenario C of Appendix A.1 of the Austroads Guide in Condition 36(b)(ii)(A) (Panel Condition 36(b)(ii)). Scenario C is the recommended scenario for paths where the predominant purpose is commuting, with frequent and concurrent use in both directions, and where high speeds are expected (i.e. equal or greater to 35 km/h). There may be sections of the shared path that do not meet that description, and in any event the Austroads Guide also recognises that in some situations a minimum width of 2.0 or 2.5 metres is appropriate.

New advice note to Conditions 35 - 38

25. Conditions 35 and 36 are complemented by Condition 37, which requires the provision of a pedestrian viewing platform on the new Manawatū River Bridge, and Condition 38, which requires the Transport Agency to establish a \$1 million Recreational Paths Fund.²
26. A new advice note has been added to Conditions 36, 37 and 38 to confirm that these conditions are offered as additional benefits of the Project, rather than being necessary to avoid, remedy, or mitigate adverse effects or otherwise meet the requirements of the RMA.³ Without having been offered in this way, the Transport Agency does not consider that the conditions could (in their final form) lawfully be imposed on the Transport Agency by another decision-maker.
27. The wording of the advice note is as follows:

Note: this condition was offered by the Requiring Authority to provide additional Project benefits, rather than being necessary to avoid, remedy, or mitigate an adverse effect of the Project on the environment or otherwise meet the requirements of the Resource Management Act 1991

Availability of the Recreational Paths Fund

28. The Transport Agency offered (in its reply submissions version of conditions) a condition requiring it to establish and administer a Recreational Paths Fund of \$1 million, to be available for the duration of Project construction. The Recommendation Report recorded the Panel's view that this was "*a generous offer for which NZTA is to be commended*".⁴ The Panel Conditions would however require the Fund to be available until all that money is spent.
29. The final conditions instead provide that the Fund will be available until the opening of the new road. This is broadly in line with the condition as originally offered, and the comments on the Panel's draft conditions provided by the Section 42A reporting

¹ These requirements, and the proviso, are set out in Condition 36(b)(ii) in the final conditions.

² The Transport Agency has made one minor amendment to Condition 38, the reasons for which are explained in the tracked change version of conditions in Annexure 1.

³ This is consistent with the basis on which the version of these conditions proposed with the Transport Agency's reply submissions were put forward.

⁴ Paragraph 224 of the Recommendation Report.

officers. This change has been made because it is appropriate to link the availability of the Fund (or at least, the condition requirement for the fund to be available) to the construction period for the Project, rather than have it available indefinitely, for administrative reasons and to incentivise collaborative work by various stakeholders to realise recreational benefits using the Fund. The Transport Agency remains committed to the provision of the Fund over the Project construction period.

30. The Transport Agency records, to avoid any doubt, that the intention is that the Transport Agency will make available and administer the Fund, but that investigation and construction activities enabled by the fund will or may be carried out by other appropriate entities.

Deletion of Condition 39 (road safety audit)

31. Panel Condition 39 requires the Transport Agency to carry out road safety audits to consider, among other matters, the safety of the Project in respect of vulnerable road users.
32. This condition was accepted by the Transport Agency in earlier versions of the conditions primarily to address concerns raised about the safety of cyclists who may choose to use the road shoulder, given the absence of a separated shared path.⁵
33. The conditions now provide for a separated shared path to be constructed along the new road, as far west as Cambridge Avenue in Ashhurst and as far east as Hampson Street in Woodville. The conditions require the shared path to be designed and constructed in accordance with appropriate minimum standards (including the requirements for a sealed surface, a contraflow design, separation from the carriageway, and generally in accordance with the Austroads Guide).
34. As such, there is no longer any need for a condition requiring the Transport Agency to provide the Councils with the results of road safety audits.
35. The Transport Agency has therefore deleted Condition 39. The Transport Agency will nonetheless carry out road safety audits relating to the Project, which are standard practice for projects of this kind.

Conditions related to the Ballantrae Hill Country Research Station

36. The Transport Agency proposed a range of measures intended to minimise and otherwise manage effects on the trial site. In summary, the proposed conditions lodged with the Transport Agency's legal reply submissions:
 - (a) sought to minimise the physical impact of the Project on the trial site and its key parameters, and limit that impact by establishing a maximum 'envelope' of effects such that no more than 4.8ha of the trial site (approximately 15% of the current trial site) and no more than 15 frame sites will be lost;⁶ and
 - (b) required the preparation of a Ballantrae Station Management Plan ("BSMP"), through which the Transport Agency would:
 - (i) seek to minimise the effects of the Project on the trial site during construction of the Project;

⁵ In the case of the conditions proposed with the Transport Agency's reply submissions, a road safety audit condition was retained, noting that the shared path condition then proposed fewer details in terms of the required location and specifications of the shared path.

⁶ Proposed condition 5(e)(iv) in the reply submissions version of the conditions.

- (ii) seek to reinstate affected 'frame sites' in suitable alternative locations at the trial site; and
- (iii) establish a monitoring and research programme that would include:
 - (1) funding for a pre-construction programme to capture the results of the current long-term fertiliser trial to date;
 - (2) monitoring of the effects of the Project on the trial site for a minimum of 3 years following construction; and
 - (3) funding for an ongoing research programme at the trial site.

37. The Panel Conditions adjusted these proposed conditions, and would require:⁷

- (a) the Project to avoid entirely the 'Big Hill' farmlet (one of the four farmlets that make up the trial site);
- (b) the elimination of frame sites on the other three farmlets to be minimised as far as practicable (and for eliminated frame sites to be reinstated in alternative locations, where practicable);
- (c) no spoil sites or large-scale erosion and sediment control structures to be located outside the road construction footprint on any farmlet;
- (d) a BSMP to be prepared to give effect to the above requirements and to further avoid, remedy or mitigate the adverse effects of the Project. Those further measures include a pre-construction and post-construction (for five years following completion of construction works) monitoring programme, but do not include funding for an ongoing research programme at the trial site as proposed by the Transport Agency; and
- (e) a survey of North Island hill country sheep and beef farmers to be undertaken, to enable AgResearch to determine what form of replacement research site would be appropriate in the event an expert engaged by the Transport Agency determines that the long term fertiliser trial ceases to be viable on a farming system basis as a result of the new road's construction.

38. For the purposes of this decision letter, the Panel Conditions encompass two key changes to the conditions proposed by the Transport Agency:

- (a) the omission of the Transport Agency's 'envelope' approach to the maximum area of the trial site that may be directly affected by the Project, with that envelope approach being replaced by a requirement to completely avoid the Big Hill farmlet and to minimise the number of impacted frame sites on the other three farmlets; and
- (b) the omission of the funding for future research activities at the trial site that had been proposed by the Transport Agency, and inclusion instead of the requirement for the Transport Agency to carry out or fund the survey of North Island hill country sheep and beef farmers (if an expert determines the long-term fertiliser trial ceases to be viable as a result of the Project).

Amendment to the recommended approach to the Big Hill farmlet and reinstatement of the 'envelope' approach

⁷ Panel Condition T3.

39. The Panel's decision to recommend a requirement that the Big Hill farm site be avoided is based on its understanding:⁸
- (a) that the Big Hill farmlet is the most important farmlet for ongoing long-term research at the trial site; and
 - (b) that it is reasonably practicable for the Transport Agency to avoid the Big Hill farmlet.
40. However, it is not practicable or feasible for the Transport Agency to avoid the Big Hill farmlet. In his Second Addendum Statement of Evidence, Mr Whaley considered the following options to reduce the number of frame sites within the construction footprint of the Project. Mr Whaley concluded:
- (a) There is no obvious way of meaningfully reducing the extent of the footprint across the Ballantrae trial site.
 - (b) An indicative northern alignment would have a footprint affecting 5.0 hectares of the AgResearch-owned land and would affect the Big Hill farmlet, but would avoid the frame sites within the farmlet. This alignment comes very close to Saddle Road, as shown in Figure 4 of the Addendum.
 - (c) An indicative southern alignment would have a footprint of 4.7 hectares of AgResearch-owned land but would affect three frame sites within the Big Hill farmlet.
41. In summary, while it may be possible to avoid all frame sites within the Big Hill farmlet, it is not feasible for the Project to avoid this farmlet altogether. As such, the Transport Agency would not be able to comply with a condition requiring it to avoid the Big Hill farmlet. An amendment has therefore been made in the final conditions such that the Transport Agency is required to avoid all the frame sites within the Big Hill farmlet. This requirement reflects the importance placed on the Big Hill farmlet by the Panel, and is a condition with which the Transport Agency can comply.
42. In addition, the final conditions reinstate a version of the overall 'envelope' approach, requiring that the land occupied for the construction of the Project must not:
- (a) exceed 4.8ha area of trial site land (approximately 15% of the current trial site area);
 - (b) reduce the number of frame sites by more than 15; or
 - (c) reduce the area of any farmlet by more than 26%.
43. The 'envelope' requirement has been reinstated because:
- (a) the Transport Agency's witnesses (Mr Jeff Morton and Dr Horne) made clear in their evidence that they consider that requirement to be important to appropriately minimising the effects of the Project on the trial site; and
 - (b) the Panel's decision not to recommend the 'envelope' requirement was a consequence of its recommendation that the conditions require the Big Hill farmlet to be completely avoided.⁹ Given that latter recommendation cannot be

⁸ Paragraph 352 of the Recommendation Report.

⁹ Paragraph 357 of the Recommendation Report.

given effect and has not been accepted, it is appropriate to reinstate an 'envelope' requirement.

44. The Transport Agency has made relatively minor amendments to the conditions constraining the physical footprint of the Project through the trial site, so that the requirements apply unless AgResearch and the Transport Agency agree otherwise. This ensures AgResearch will have the flexibility to agree alternative arrangements with the Transport Agency.

Reinstatement of the proposed research fund programme

45. The research funding programme element as proposed by the Transport Agency in the reply submissions version of the conditions was intended to facilitate future research activities at the site. The intention was that:
- (a) the Transport Agency would work with AgResearch to set up a trust fund, using Transport Agency funding;
 - (b) interest from the trust fund would be used to provide year-by-year funding for a post-doctoral student to carry out research on the trial site; and
 - (c) after five years of operation of the trust fund, AgResearch would have the option of retaining the capital investment or continuing the trust operation (ie funding of post-doctoral research work).
46. The funding was also intended to also allow for alternative component research if AgResearch decided not to continue the farm systems trial at the site.¹⁰
47. The basis for the Panel's decision not to recommend the research funding requirement in the Panel Conditions was that the recommended survey of farmers would be more appropriate than establishing a Trust Fund for post-doctoral research at a site (the trial site) that may or may not be of ongoing value to AgResearch.¹¹
48. Having carefully considered this recommendation, the Transport Agency has decided to reinstate a version of the research funding element into the final conditions, while also retaining the condition requiring a survey of farmers (in the form recommended by the Panel). The end result is that:
- (a) The Transport Agency will provide the research funding to AgResearch. That funding will be provided even if AgResearch decides to terminate the current long-term fertiliser trial, or even terminate all research work at the trial site (in the latter case, the funding would be available for use by AgResearch for research purposes of its choosing).
 - (b) If an expert appointed by the Transport Agency advises that the long-term fertiliser trial ceases to be viable on a systems basis as a result of the construction of the Project, the survey of farmers will be carried out to inform AgResearch's consideration of what might be a suitable replacement site for that work. The survey is separate to and (if it becomes necessary) additional to the research funding component.
49. The Transport Agency considers it appropriate to reinstate the research funding component into the conditions, again noting the importance placed on that measure by Mr Jeff Morton in his evidence.

¹⁰ Proposed condition T3 in the reply submissions version of the conditions.

¹¹ Paragraph 358 of the Recommendation Report.

Other matters

50. The Transport Agency has made a number of other amendments to the Panel Conditions.
51. The changes are shown in the 'tracked changes' version of the final conditions attached as Schedule A to this decision letter. The reasons for the changes are set out in the column to the right of the conditions provided in Schedule A.

Yours faithfully



Brett Gliddon
System Design and Delivery General Manager
NZ Transport Agency

SCHEDULE A

Final set of conditions showing changes to Panel Conditions and reasons for those changes

SCHEDULE B

Final, clean set of conditions

SCHEDULE A

Final set of conditions showing changes to Panel Conditions and reasons for those changes

Te Ahu a Turanga; Manawatū Tararua Highway – Designation Conditions (Track Changes Version)

The following sets out the conditions imposed on the designations for the Te Ahu a Turanga; Manawatū Tararua Highway Project, including modifications made to the conditions recommended by the Hearing Panel as part of NZTA’s decision (set out in [red](#)), and reasons for the modifications.

In the case of the Designation Conditions Index, modifications are consequential and to correct a typographical error only.

Designation Conditions Index

NUMBER	ITEM
1	General
2	Compliance with outline plan(s) and management plan(s)
3	Ecological Management Plan certification process
4	Amendments to certified Ecological Management Plan
5	Post-construction review of designation width
6	Post-construction removal of conditions
7	Lapse period
8	Outline plan(s) (enabling works)
9	Outline plan(s) (construction works)
10	Community Liaison Person
11	Communications Management Plan
12	Community Liaison Group
13	Complaints management
14	Construction Environmental Management Plan
15	Erosion and sediment control measures
16	Cultural and Environmental Design Framework
17	Landscape Management Plan
18	Replacement, offset or compensation planting
19	Planting Management Plan
20	Lizard Management Plan
21	Bat Management Plan
22	Avifauna Management Plan
23	Terrestrial Invertebrate Management Plan
24	Ecological Management Plan
25	At risk or threatened flora and fauna discovery protocol
26	Limits and assessment – construction noise
27	Limits and assessment – construction vibration
28	Construction Noise and Vibration Management Plan
29	Construction Traffic Management Plan
30	Tangata Whenua Values Monitoring and Management Plan
31	Accidental discovery protocol and archaeological authority
32	Electrical clearances
33	National Code of Practice for Network Utility Operators’ Access to Transport Corridors
34	Network Integration Plan
35	Ashhurst Bridge
36	Provision of shared paths
37	New Manawatū River Bridge
38	Recreational path connections

NUMBER	ITEM
39	Road Safety
4039	Noise bunds
PN1	Outline Plan – Parahaki Island
PN2	Western Car Park Construction Management Plan
PN3	Western Car Park Reinstatement Management Plan
M1	Outline Plan – Tararua High Pressure Gas Transmission Pipeline
M2	Outline Plan – Palmerston North to Gisborne Rail Corridor
T1	Te Āpiti Wind Farm Management Plan
T2	National Grid Management Plan
T3	Ballantrae Research Station and Fertiliser Trial Management Plan
T4	Outline Plan – QEII National Trust open space covenants
4140	Road surfacing
4241	Traffic separation
4342	Lot 2 DP 351133 landscaping
4443	Post-construction Review
4544	Lighting
4645	Written consent under section 176 of the RMA - Te Āpiti Wind Farm
4746	Ongoing monitoring and management

Definitions and Abbreviations

ABBREVIATION/TERM/ACRONYM	TERM/DEFINITION	REASON FOR MODIFICATION
AgResearch	AgResearch Limited	-
BS	British Standard	-
Construction	Activities undertaken to construct the Project, excluding enabling works, and including: <ul style="list-style-type: none"> ▪ ground improvement works; ▪ temporary and permanent drainage installation; ▪ bulk earthworks (including cut and fill activities); ▪ bridge and tunnel construction; ▪ pavements and surfacing; ▪ site reinstatement; ▪ landscaping; and ▪ installation of permanent road furniture and ancillary works 	-
Council(s)	Palmerston North City Council, Manawatū District Council or Tararua District Council	-
Cultural and Environmental Design Framework	Te Ahu a Turanga Cultural and Environmental Design Framework dated April 2019 or as subsequently amended in accordance with Condition 16	-
dB	Decibel	-
District Plan	Palmerston North City District Plan, Manawatū District Plan or Tararua District Plan	-
ECR	Environmental compensation ratio	-
Enabling works	Preliminary activities, including: <ul style="list-style-type: none"> ▪ pre-construction site investigations (including access for such investigations); ▪ site establishment activities; ▪ site and property access formation; ▪ ecological surveys and any necessary relocations; 	-

ABBREVIATION/TERM/ACRONYM	TERM/DEFINITION	REASON FOR MODIFICATION
	<ul style="list-style-type: none"> ▪ any necessary reconfiguration of the Te Āpiti wind farm and other utilities infrastructure; ▪ vegetation removal ancillary to enabling works; ▪ vegetation protection; and ▪ the establishment of erosion and sediment control measures 	
First Gas	First Gas Limited	-
Frame site(s)	field research measurement sites at Ballantrae Research Station	-
ha	Hectares	-
KRH	KiwiRail Holdings Limited	-
L _{Aeq(24h)}	Time-average sound level over a twenty-four-hour period, measured in dB	-
L _{AFmax}	has the same meaning as the 'maximum A-frequency weighted, F-time weighted sound pressure level' in New Zealand Standard 6801:2008 Acoustics – Measurement of Environmental Sound	-
m	Metres	-
Meridian	Meridian Energy Limited	-
mm/s	Millimetres per second	-
NZEC 34:2001	New Zealand Electrical Code of Practice for Electrical Safe Distances	-
NZS	New Zealand Standard	-
NZTA	New Zealand Transport Agency	-
PPFs	Protected premises and facilities	-
Project	Te Ahu a Turanga; Manawatū Tararua Highway Project	-
Project Iwi Partners	Rangitāne o Manawatū, Rangitāne o Tamaki Nui-ā-Rua, Ngāti Kahungunu ki Tāmaki Nui-ā-Rua, Ngāti Raukawa	-
QEII Trust	Queen Elizabeth the Second National Trust, also known as the QEII National Trust	-
<u>Reasonable costs</u>	<u>The costs associated with holding a meeting, being venue hire, refreshments, collateral (plans, agendas, minutes and printing), meeting coordination and meeting facilitation</u>	A new definition of 'reasonable costs' is included to provide clarity and assist with understanding the costs to be met by NZTA in respect of Condition 12.
Requiring Authority	has the same meaning as section 166 of the RMA and, in the case of the Designation is NZTA	-
Responsible Officer	the Chief Executive Officer of each Council or their nominee; or such other person that has been delegated by one or more Council(s) as a Responsible Officer for the purposes of these Designations	-
RMA	Resource Management Act 1991	-
<u>Safe s</u> Shared path	A safe , sealed, contraflow path for pedestrians and cyclists that is separated from the carriageway	Refer to the decision letter.
TPR	Transpower New Zealand Limited	-
Western Car Park	The car park situated at the western end of the old Gorge Road that services the Manawatu Gorge Scenic Reserve	-

CONSTRUCTION CONDITIONS (COMMON TO ALL JURISDICTIONS)		REASON FOR MODIFICATION
General and Administration		
<p>1. General</p> <p>a) Except as modified by the conditions below, and subject to detailed design and accompanying outline plan(s), the Project must be undertaken in general accordance with the following information provided in 'Te Ahu a Turanga; Manawatū Tararua Highway Project, Notices of Requirement for Designations', dated 31 October 2018:</p> <p>i) Volume 2: Assessment of Effects on the Environment and Supporting Material Parts A to G;</p> <p>ii) Volume 2: Part J, Appendix Three – Preliminary Design Philosophy Report;</p> <p>iii) Volume 2: Part J, Appendix Four – Bridge and Retaining Wall Design Philosophy Report;</p> <p>iv) Volume 3: Technical Assessments;</p> <p>iv) Volume 4: Plans and Drawings:</p> <p>A) Land Requirement Plans LR-00 to LR-11;</p> <p>B) Designation Plans D-00 to D-10;</p> <p>b) In addition to the matters set out in clause (a), the Project must be undertaken in general accordance with:</p> <p>i) The Cultural and Environmental Design Framework; and</p> <p>ii) The NZTA response (dated 15 January 2019) to the Councils' section 92 request for further information; and</p> <p>c) Where there is inconsistency between the documents listed above and the requirements of these conditions, these conditions prevail.</p>	<p>Clause (a) is modified to correct typographic errors and to deleted reference to 'Volume 3: Technical Assessments' because the conclusions in Volume 3 are reflected in Volume 2 and because, in some circumstances, the recommendations and assessments contained in the Technical Assessments have been refined through the hearing process (including evidence and witness conferencing) and are reflected in the final conditions.</p>	
<p>2. Compliance with outline plan(s) and management plan(s)</p> <p>a) The Project must be undertaken in accordance with any:</p> <p>i) Approved Outline Plan(s); and</p> <p>ii) Management plan(s) required by Conditions 11, 14, 17, 19, 20, 21, 22, 23, 24, 28, 29, 30, 34, PN2, PN3, T1, T2 and T3.</p>	-	
<p>3. Ecological Management Plan certification process</p> <p>(a) The Ecological Management Plan must be submitted to the Responsible Officer of the respective Council in electronic and hard copy form for certification at least 40 working days prior to the commencement of the works to which the Plan relates. The certification process must be confined to confirming that the Plan adequately gives effect to the relevant condition(s).</p> <p>(b) Subject to (c), and (e) and (f) below, works to which the Ecological Management Plan relates must not commence until the Requiring Authority has received written certification from the Responsible Officer(s).</p> <p>(c) If the Requiring Authority has not received a response from the Responsible Officer(s) within 20 working days of the date of submission under (a) above, the management plan must be deemed to be certified.</p> <p>(d) If the Responsible Officer(s) response is that that they are not able to certify the Ecological Management Plan they must provide the Requiring Authority with reasons and recommendations for changes to the Plan in writing. The Requiring Authority must consider any reasons and recommendations of the Responsible Officer(s) and resubmit an amended Ecological Management Plan for certification.</p> <p>(e) If the Requiring Authority has not received a response from the Responsible Officer(s) within 5 working days of the date of resubmission under (d) above, the Ecological Management Plan must be deemed to be certified.</p> <p>(f) If the Responsible Officer(s) response is that that they are still not able to certify the resubmitted Ecological Management Plan then the Requiring Authority must nevertheless include the resubmitted Plan in the Construction Environment Management Plan (Condition 14) and the relevant outline plan (Condition 9), with a notation that certification of the Ecological Management Plan has not occurred.</p>	<p>The condition is modified to correct a typographical error and clause (b) is modified to confirm that clause (b) does not prevent works from commencing in situations where clause (f) applies (to avoid any doubt in that respect).</p>	

CONSTRUCTION CONDITIONS (COMMON TO ALL JURISDICTIONS)		REASON FOR MODIFICATION
<p>4. Amendments to certified Ecological Management Plan</p> <p>a) <u>In addition to minor amendments that may be made to a certified Ecological Management Plan under Condition 9(d), the</u> The certified Ecological Management Plan may <u>also</u> be amended at the request of the Requiring Authority at any time.</p> <p>b) Subject to (c), (e) and (f) below, works to which the amended Ecological Management Plan relate must not proceed until the Requiring Authority has received written certification of the amended Plan from the Responsible Officer(s).</p> <p>c) If the Requiring Authority has not received a response from the Responsible Officer(s) within 10 working days of the date of request under (a) above, the amended Ecological Management Plan must be deemed to be certified.</p> <p>d) If the Responsible Officer(s) response is that they are not able to certify the amended Ecological Management Plan they must provide the Requiring Authority with reasons and recommendations for changes to the Plan in writing. The Requiring Authority must consider the reasons and recommendations and resubmit an amended Ecological Management Plan for certification.</p> <p>e) If the Requiring Authority has not received a response from the Responsible Officer(s) within 5 working days of the date of resubmission under (d) above, the amended Ecological Management Plan must be deemed to be certified.</p> <p>f) If the Responsible Officer(s) response is that they are still not able to certify the resubmitted Ecological Management Plan then the Requiring Authority must <u>include the resubmitted Ecological Management Plan in a further outline plan, with a notation that certification of the amended Ecological Management Plan has not occurred</u>engage an independent, suitably qualified and experienced expert to adjudicate on the area(s) of disagreement between the Requiring Authority and the Responsible Officers(s) and the determination of that expert with regard to those areas of disagreement must be included in the resubmitted Ecological Management Plan which shall thereafter be deemed to be certified.</p>	<p>Clause (a) is modified to clarify that minor amendments to the Ecological Management Plan can be made under Condition 9(d) and any other amendments must be made in accordance with the written certification process in this Condition.</p> <p>Clause (b) is modified to confirm that clause (b) does not prevent works from commencing in situations where clause (e) applies.</p> <p>Clause (f) is modified to provide an approval path that is equivalent to that in Condition 3(f) and that aligns with the RMA requirement for a (further) outline plan to be submitted where any substantial amendment to the Ecological Management Plan is proposed.</p>	
<p>5. Post-construction review of designation width</p> <p>a) As soon as practicable following completion of construction of the Project, the Requiring Authority must:</p> <p>i) Review the width of the area designated for the Project;</p> <p>ii) Identify any areas of designated land that are no longer necessary for the on-going operation or maintenance of the State Highway; or for on-going mitigation, offsetting, or compensation measures required to address adverse effects of the Project, including the Ramarama Protection Area identified on Figure B in the Statement of Evidence of Dr Adam Forbes (dated 8 March 2019); and</p> <p>iii) Give notice to the Council(s) in accordance with section 182 of the RMA that those parts of the designation identified in (ii) above are no longer wanted.</p>	-	
<p>6. Post-construction removal of conditions</p> <p>a) Other than as specified in and required by Condition 4647, the following conditions relate to the construction of the Project and only apply to construction activities and once construction of the Project is complete, they will no longer apply and can be removed as part of any subsequent District Plan review or change:</p> <p>i) Conditions 8 to 3940;</p> <p>ii) Conditions M1 and M2;</p> <p>iii) Conditions PN1, PN2 and PN3; and</p> <p>iv) Conditions T1, T2, T3 and T4.</p> <p>b) For the avoidance of doubt, none of these conditions prevent or apply to works required for the ongoing operation or maintenance of the State Highway within the designation where the provisions of section 176A of the RMA apply.</p>	The Condition is modified to reflect the renumbering of other Conditions.	

CONSTRUCTION CONDITIONS (COMMON TO ALL JURISDICTIONS)		REASON FOR MODIFICATION
7.	<p>Lapse period</p> <p>The designation shall lapse if not given effect to within 10 years from the date on which it is included in a District Plan under section 175 of the RMA.</p>	-
Outline plan(s)		
8.	<p>Outline plan(s) (enabling works)</p> <p>a) An outline plan(s) must be prepared and submitted to the relevant Council in accordance with section 176A of the RMA for enabling works that are not otherwise a permitted activity pursuant to the relevant District Plan (unless the requirement is waived by the Council).</p> <p>b) In addition to the matters required by section 176A(3) of the RMA, the outline plan(s) must, to the extent that those matters are relevant to enabling works, demonstrate how the following are achieved:</p> <p>i) The matters in Condition 9(e);</p> <p>ii) Where relevant, compliance with the following conditions:</p> <p>A) condition PN1: Outline plan – Parahaki Island;</p> <p>B) condition M1: Outline plan – Tararua High Pressure Gas Transmission Pipeline;</p> <p>C) condition M2: Outline plan – Palmerston North to Gisborne Rail Corridor;</p> <p>D) condition T4: Outline plan – QEII National Trust open space covenants.</p> <p>c) The outline plan(s) (enabling works) is not required to include:</p> <p>i) Details of reinstatement of any non-permanent works if that matter will be or is addressed in any Outline Plan(s) (construction works); and</p> <p>ii) The management plans required by Conditions 11, 14, 17, 19, 20, 21, 22, 23, and 24, <u>28, 29, 30, 34, PN2, PN3, T1, T2 and T3</u>.</p>	<p>Clause (c)(ii) is modified to include reference to all management plans in accordance with the Hearing Panel’s rationale, including in recognition that enabling works have already commenced.</p>
9	<p>Outline plan(s) (construction works)</p> <p>a) An outline plan(s) must be prepared and submitted to the relevant Council in accordance with section 176A of the RMA.</p> <p>b) The outline plan(s) may be submitted for the entire Project or for one or more stages, aspects, sections or locations of works.</p> <p>c) The following must be included in each outline plan(s) as relevant to the particular design or construction matters being addressed:</p> <p>i) A Communications Management Plan (Condition 11);</p> <p>ii) A Construction Environmental Management Plan (Condition 14);</p> <p>iii) A Landscape Management Plan (Condition 17);</p> <p>iv) An Ecological Management Plan (Condition 24) which must include:</p> <p>A) a Planting Management Plan (Condition 19);</p> <p>B) a Lizard Management Plan (Condition 20);</p> <p>C) a Bat Management Plan (Condition 21);</p> <p>D) an Avifauna Management Plan (Condition 22);</p> <p>E) a Terrestrial Invertebrates Management Plan (Condition 23);</p> <p>v) A Construction Noise and Vibration Management Plan (Condition 28);</p> <p>vi) A Construction Traffic Management Plan (Condition 29);</p> <p>vii) A Tangata Whenua Values Monitoring and Management Plan (Condition 30);</p> <p>viii) A Network Integration Plan (Condition 34);</p> <p>viii <u>ix</u>) A Western Car Park Construction Management Plan (Condition PN2);</p> <p>viii <u>ix</u>) A Western Car Park Reinstatement Management Plan (Condition PN3);</p> <p>ix <u>x</u>) A Te Āpiti Wind Farm Management Plan (Condition T1);</p> <p>x <u>xi</u>) A National Grid Management Plan (Condition T2);</p> <p>x <u>xii</u>) A Ballantrae Research Station and Fertiliser Trial Management Plan (Condition T3);</p>	<p>Clause (c) is modified to correct numbering of sub-clauses.</p> <p>Clause (d) is modified to clarify that minor amendments to the Ecological Management Plan can be made in the circumstances required by this clause and any other amendments must be made in accordance with the written certification process in Condition 4. Amendments of the kind contemplated by clause (d) should not need to go through a certification process.</p> <p>Clause (d)(iii) is modified to achieve consistency with the amendment process established by Condition 16(g).</p> <p>Clause (e)(vi) is modified to confirm that access need not be provided to a removed turbine and because ‘uninterrupted’ access to all network utilities at all times during construction may not be possible. Instead, the Condition includes a requirement for reasonable and emergency access.</p>

CONSTRUCTION CONDITIONS (COMMON TO ALL JURISDICTIONS)	REASON FOR MODIFICATION
<p>xivi) Details of reinstatement and remediation works, including temporary and enabling works not covered by any other management plan or condition;</p> <p>xviii) The location and design of the shared path (Condition 36);</p> <p>xvii) A Cultural and Environmental Design Framework design review completed in accordance with Condition 16.</p> <p>d) Other than for amendments to the certified Ecological Management Plan (which is subject to the amendment process set out in Condition 4), tThe documents and plans referred to in clause (c) above may be amended to provide updated information or reflect changes in design, construction methods or the management of effects without the need for a further outline plan where:</p> <p>i) The amendment proposed is provided in writing to the Council(s); and either</p> <p>ii) The amendment is in general accordance with the outcome described in the original document or the purpose of the original plan, or</p> <p>iii) The amendment is required to give effect to an amendment to the Cultural and Environmental Design Framework, <u>other than where</u> (Condition 16(g) applies.</p> <p>e) In addition to the matters required by section 176A(3) of the RMA, the outline plan(s) must demonstrate how the following are achieved:</p> <p>i) That the maximum length of the following streams (shown on Drawing C-10) permanently disturbed by diversion or other physical modifications is minimised as far as practicable and does not exceed:</p> <p>A) QEII Trust west (stem 7A): 350m in total;</p> <p>B) QEII Trust east (stems 6A, 6B and 6C): 460m in total.</p> <p>ii) That physical works within the Ramarama Protection Area identified on Figure B in the Statement of Evidence of Dr Forbes dated 8 March 2019 are restricted to restoration planting;</p> <p>iii) That the area of indigenous vegetation or exotic-dominated seepage wetlands removed does not exceed the maximum areas of vegetation or habitat able to be removed provided for in Table 1: Vegetation Removal and Replacement in Condition 18;</p> <p>iv) That in addition to the specific matters addressed in Conditions 34, M1, M2, T1 and T2, the scope, location and timing of works to relocate network utilities and any measures necessary to provide for the identification of, safety and protection of network utilities (in consultation with the network utility operator/Council);</p> <p>v) That except where Meridian provides written consent, the Project must not result in the removal of more than two turbines from the Te Āpiti wind farm;</p> <p>vi) The maintenance of permanent access to existing and relocated network utilities and Te Āpiti wind farm turbines (<u>where the turbines are retained</u>), including <u>reasonable and emergency uninterrupted</u> access during construction of the Project;</p> <p>vii) That the design of the new bridge over the Manawatū River includes a shared pathway required by Condition 36 that also connects to the Manawatū Gorge Scenic Reserve (on the northern bank of the Manawatū River), <u>subject to land availability</u>;</p> <p>viii) Where relevant, compliance with the following conditions:</p> <p>A) Condition PN1: Outline plan – Parahaki Island;</p> <p>B) Condition M1: Outline plan – Tararua High Pressure Gas Transmission Pipeline;</p> <p>C) Condition M2: Outline plan – Palmerston North to Gisborne Rail Corridor;</p> <p>D) Condition T4: Outline plan – QEII National Trust open space covenants.</p>	<p>Clause (e)(vii) is modified to be 'subject to land availability' because NZTA does not own, and may not have designated, the land necessary to connect to the Manawatū Scenic Reserve as the design of this connection has not occurred.</p>

CONSTRUCTION CONDITIONS (COMMON TO ALL JURISDICTIONS)		REASON FOR MODIFICATION
Engagement and Participation		
10.	<p>Community Liaison Person</p> <p>a) As soon as practicable, a Community Liaison Person must be appointed by the Requiring Authority as the main and readily accessible point of contact for persons affected by enabling or construction works for the duration of the enabling or construction phase of the Project.</p> <p>b) The Community Liaison Person is to be available by telephone during reasonable hours per day (for example, 6am to 10pm), seven days per week, determined in consultation with the Community Liaison Group.</p> <p>c) If the Community Liaison Person is not available for any reason, an alternative person must be nominated.</p> <p>d) The Requiring Authority must take appropriate steps to advise the Community Liaison Person's name, telephone and email contact details, so that all members of the community can access the contact details.</p>	-
11.	<p>Communications Management Plan</p> <p>a) As soon as practicable, and prior to the commencement of construction work activities, the Requiring Authority must prepare a Communications Management Plan that sets out procedures detailing how the public, stakeholders and residents will be communicated with throughout the enabling or construction work activities.</p> <p>b) The objective of the Communications Management Plan shall be to ensure that potentially affected parties are communicated with about ongoing design and enabling or construction management activities.</p> <p>c) As a minimum, the Communications Management Plan must include:</p> <ol style="list-style-type: none"> i) Details of the Community Liaison Person (Condition 10), including the ways in which their contact details will be found, such as on the Project website and at site access points. ii) A list of stakeholders, organisations, businesses and residents who will be communicated with. iii) Topics of communication, including but not limited to: <ol style="list-style-type: none"> A) proposed hours of enabling or construction work activities where these are outside of normal working hours or on weekends or public holidays, including night-time heavy vehicle movements; B) proposed routes for enabling or construction vehicles, including the total number of vehicles, proportion of heavy vehicles and the times of day these routes will be used; C) methods to deal with concerns raised; D) methods to provide early notification to businesses of enabling or construction work activities, particularly any such activities that will or may impact on Saddle Road (and use of Saddle Road for traffic); E) methods to communicate on any temporary traffic management measures, including disruption of, or changes to, pedestrian and cycling routes and the reinstatement of those routes disrupted by closure of State Highway 3 through Manawatū Gorge (such as the Saddle Road/Pahiātua cycleway route); F) methods to communicate on any disruption of, or changes to, access to the Manawatū Gorge Scenic Reserve walkways (and/or the Western Car Park during enabling or construction works); G) general conceptual design matters including but not limited to landscaping, rest areas, viewing points, and the shared path; H) progress of any enabling or construction works in comparison to key project milestones and completion dates; and I) details of communication activities proposed including: 	-

CONSTRUCTION CONDITIONS (COMMON TO ALL JURISDICTIONS)	REASON FOR MODIFICATION
<ol style="list-style-type: none"> 1. details of a Project website for providing information to the public, publication of newsletters (or similar), and proposed newsletter delivery areas; 2. information days, open days or other mechanisms to facilitate community engagement; 3. newspaper advertising; and 4. notification and consultation with road user groups, business owners and operators and individual property owners and occupiers with premises/dwellings within 100 metres of active enabling or construction works activities, and for all businesses, pre-schools and schools in Woodville and Ashhurst. 	
<p>12. Community Liaison Group</p> <ol style="list-style-type: none"> a) As soon as practicable, but no later than 30 working days prior to the completion of either a Construction Environment Management Plan (Condition 14) or a Western Car Park Construction Management Plan (Condition PN2) the Requiring Authority must establish a Community Liaison Group to allow sufficient opportunity for consultation. b) The purpose of the Community Liaison Group is to: <ol style="list-style-type: none"> i) <u>enable the Requiring Authority to</u> share information and, except for B), provide <u>opportunity for the Community Liaison Group to comment input</u> on: <ol style="list-style-type: none"> A) detailed design, including planned landscaping, mitigation works (including offset, compensation and replacement planting) and enabling or construction works environmental management (particularly construction traffic); B) key project milestones; C) rest areas or viewing points that are integrated with the Project; D) opportunities to integrate the Project design with public access / walkway opportunities including to areas such as the Manawatū Gorge; E) planting plans (in accordance with Condition 19); F) provision of pedestrian access across the new Manawatū River bridge to provide views to the Manawatū Gorge; G) the design of the walking and cycling facilities required by Conditions 35, 36, 37 and 38; H) the Landscape Management Plan, the Construction Traffic Management Plan and the Western Car Park Reinstatement Management Plan; ii) report on and respond to concerns and issues raised in relation to enabling or construction works, particularly in respect of the existing local roads such as Saddle Road and Pahiatua Track; and iii) provide a forum to assist the Requiring Authority to monitor any effects on the community arising from enabling or construction works. c) The Community Liaison Group, <u>once established</u>, must hold meetings at least once every three months throughout the enabling and construction works period and up to twelve months following completion of construction works so that on-going monitoring information can be shared, discussed and responded to (noting that the Group may decide to meet less frequently or may be discontinued earlier at the agreement of the majority of non-Project participants, that is the majority of members not including the Project Liaison Person, Requiring Authority representatives and the enabling or construction works contractor). d) In addition to the Project Liaison Person and representatives of the Requiring Authority and the enabling or construction works contractor, the Requiring Authority will invite representatives of the following entities (at least) to be members of the Community Liaison Group: <ol style="list-style-type: none"> i) Ashhurst community (at least 3) and Woodville community (at least 3), Dannevirke (1), Palmerston North (1) – noting for accessibility it 	<p>Clause (b)(i) is modified to clarify the respective roles of the Requiring Authority and the Community Liaison Group. Clause (b)(i)(E) is deleted to achieve consistency with the consultation requirements in Condition 19 and on the basis that the Community Liaison Group has the ability to comment on approaches to landscape and mitigation planting through Clause (b)(i)(A) and Condition 17. Clause (c) is modified to clarify that Community Liaison Group meetings are to be held regularly once the Group is established. Clause (d) is modified to distinguish the Councils' role as a stakeholder from their regulatory role.</p>

CONSTRUCTION CONDITIONS (COMMON TO ALL JURISDICTIONS)		REASON FOR MODIFICATION
	<p>may be appropriate for the groups to meet separately in Woodville and Ashhurst;</p> <ul style="list-style-type: none"> ii) Local schools, including Ashhurst School, Te Kōhanga Reo o Atawhai, Woodville School, and Learning Adventures; iii) The Councils Respective Responsible Officer(s); iv) The Manawatū Whanganui Regional Council; v) The Department of Conservation; vi) Project Iwi Partners; vii) Mr Tom Shannon; viii) Manawatū River Source to Sea; and ix) Road user group representatives, including accessibility, cycling and walking group representatives. <p>e) The Requiring Authority must prepare an agenda and record minutes for each meeting.</p> <p>f) The Requiring Authority must maintain a record of issues raised by the Community Liaison Group and the Requiring Authority's response to those issues (including reasons in circumstances where no action is taken).</p> <p>g) The Requiring Authority must meet all reasonable costs associated with resourcing the Community Liaison Group.</p>	
13.	<p>Complaints management</p> <ul style="list-style-type: none"> a) At all times during enabling or construction works, the Requiring Authority must maintain a permanent register of any public or stakeholder complaints received in relation to adverse effects of the enabling or construction works for the Project. b) The register must include: <ul style="list-style-type: none"> i) The name and contact details (if supplied) of the complainant; ii) The nature and details of the complaint; iii) Location, date and time of the complaint and the alleged event giving rise to the complaint; iv) The weather conditions at the time of the complaint (as far as practicable), including wind direction; v) Other activities in the area, unrelated to the Project, that may have contributed to the complaint; vi) The outcome of the Requiring Authority's investigation into the complaint; and vii) A description of any measures taken to respond to the complaint. c) The Requiring Authority must respond to the complainant as soon as reasonably practicable, as appropriate to the urgency of the circumstances, and within 10 working days at the latest. 	-
Construction Management		
14.	<p>Construction Environmental Management Plan</p> <ul style="list-style-type: none"> a) As soon as practicable, and prior to the commencement of construction works, the Requiring Authority must prepare a Construction Environmental Management Plan. b) The objective of the Construction Environmental Management Plan is to set out measures that must be implemented to comply with the designation conditions and to appropriately remedy or mitigate any adverse effects of enabling or construction work activities. c) The Construction Environmental Management Plan must accompany any relevant outline plan prepared in accordance with Condition 9 and also include the following suite of management plans where they address works that are the subject of the outline plan(s): <ul style="list-style-type: none"> i) Communications Management Plan in accordance with Condition 11; ii) Landscape Management Plan prepared in accordance with Condition 17; iii) Ecological Management Plan prepared in accordance with Condition 24; 	<p>Clause (b) is modified to delete 'and' in order to clarify that the designation conditions the means by which adverse effects are remedied or mitigated.</p>

CONSTRUCTION CONDITIONS (COMMON TO ALL JURISDICTIONS)		REASON FOR MODIFICATION
	<ul style="list-style-type: none"> iv) Construction Noise and Vibration Management Plan prepared in accordance with Condition 28; v) Construction Traffic Management Plan prepared in accordance with Condition 29; vi) Tangata Whenua Values Monitoring and Management Plan prepared in accordance with Condition 30; vii) Western Car Park Construction Management Plan prepared in accordance with Condition PN2; and viii) Western Car Park Reinstatement Management Plan prepared in accordance with Condition PN3. <p>d) The Construction Environmental Management Plan must include (as a minimum):</p> <ul style="list-style-type: none"> i) the roles and responsibilities of staff and contractors; ii) The environmental outcomes anticipated by: <ul style="list-style-type: none"> A) the Requiring Authority's 'Environmental and Social Responsibility Policy' (2011) and relevant regional and district plan rules and associated performance standards and conditions (including those imposed by other authorisations or permissions), B) the Cultural and Environmental Design Framework; and C) relevant performance standards and conditions of the designation. iii) A description of the Project including: <ul style="list-style-type: none"> A) the enabling and construction works programmes and staging approach; B) enabling and construction works methodologies; C) a detailed site layout; D) the design and management specifications for all earthworks on-site, including disposal sites and their location; E) the design of temporary lighting for enabling and construction works and construction support areas; F) the approach to the management of enabling and construction works waste, taking into account the waste management hierarchy to reduce, re-use, recycle and recover, along with responsible disposal of residual waste; iv) a description of training requirements for all site personnel (including employees, sub- contractors and visitors); v) environmental incident and emergency management procedures; vi) environmental complaints management measures; vii) compliance monitoring, environmental reporting and environmental auditing, including a requirement to provide the results or outcomes of monitoring, reporting and auditing to the Responsible Officer(s); viii) the details for emergency contact personnel who must be contactable 24 hours, 7 days a week; ix) site security arrangements; x) an accidental discovery protocol, where required by and in accordance with Condition 31; xi) a requirement for a copy of the Construction Environmental Management Plan to be held at all site offices; xii) methods for amending, augmenting and updating the Construction Environmental Management Plan; and <p>e) The Construction Environmental Management Plan must be updated to incorporate any requirements of Regional Council resource consents.</p>	
15.	<p>Erosion and sediment control measures</p> <p>a) All erosion and sediment control measures must be designed, constructed and maintained in accordance with Auckland Council GD05 "<i>Erosion and Sediment Control Guide for Land Disturbing Activities in the</i></p>	The Condition is modified so that the requirement to comply with the GD05 Guide is in place where construction works would not be permitted by a rule in the One Plan or

CONSTRUCTION CONDITIONS (COMMON TO ALL JURISDICTIONS)		REASON FOR MODIFICATION
	<p><i>Auckland Region</i>", June 2016 (GDO5) or any subsequent revisions of that document <u>unless:</u></p> <p>i) <u>land disturbance and associated discharges are permitted by a rule(s) in the One Plan; or</u></p> <p>ii) <u>the erosion and sediment control measures for the Project are designed, constructed and maintained in accordance with resource consent(s) granted by the Manawatū Whanganui Regional Council.</u></p>	<p>until such time as resource consent(s) is granted for land disturbance and discharges associated with the construction of the Project.</p> <p>This is because activities that comply with any relevant permitted activity standards should not need to be subject to compliance with GD05; and it is appropriate to allow for the requirements put in place through the resource consent processes for the Project (where erosion and sediment control will be considered in detail) to supersede the requirements set out in this condition.</p>
Landscape, Visual Amenity and Natural Character		
16.	<p>Cultural and Environmental Design Framework</p> <p>a) The detailed design of the Project must achieve the corridor design principles and emerging design outcomes contained in the Cultural and Environmental Design Framework.</p> <p>b) Any management plan required by conditions of this designation, or outline plan prepared and submitted in accordance with section 176A of the RMA, must demonstrate compliance with (a) through the completion of the 'design review template' (attached as Appendix B to the Cultural and Environmental Design Framework).</p> <p>c) Subject to (d) below, the Cultural and Environmental Design Framework may be amended to take into account the outcomes of consultation with Project Iwi Partners, the Department of Conservation, the Councils, the Manawatu-Whanganui Regional Council, the QEII National Trust, the Te Āpiti Manawatu Gorge Governance Group, the Community Liaison Group, affected network utility providers, Meridian, and AgResearch.</p> <p>d) Sections 1.5 'Iwi Crown Partnership and Treaty of Waitangi Settlements'; 2.1 'Tangata Whenua Principles'; Appendix A.2 'Cultural Values and Narratives'; and Appendix A.3 'Sites of Significance to Tangata Whenua' of the Cultural and Environmental Design Framework may be amended, including to incorporate outcomes of cultural management and monitoring activities undertaken in accordance with Tangata Whenua Values Monitoring and Management Plan required by Condition 30, if the amendment:</p> <p>i) is an agreed outcome of consultation with Project Iwi Partners; and</p> <p>ii) does not delete content of the Cultural and Environmental Design Framework.</p> <p>e) In the event that agreement to amend the Cultural and Environmental Design Framework as provided in (d)(i) above is not obtained with the Project Iwi Partner(s) then the April 2019 version of the Cultural and Environmental Design Framework applies.</p> <p>f) If the Cultural and Environmental Design Framework is amended in accordance with (c) or (d) above, a copy of the amended Cultural and Environmental Design Framework must be provided to the Responsible Officer of each Council.</p> <p>g) If an amendment to the Cultural and Environmental Design Framework would materially affect the content of the certified Ecological Management Plan or an approved outline plan, then an amended Ecological Management Plan must be submitted for certification in accordance with Condition 4 or an amended outline plan must be submitted for approval in accordance with Condition 9.</p>	-

CONSTRUCTION CONDITIONS (COMMON TO ALL JURISDICTIONS)	REASON FOR MODIFICATION
<p>17. Landscape Management Plan</p> <p>a) The objective of the Landscape Management Plan is to address the potential adverse effects of the Project on landscape, visual amenity and natural character values by describing the integration of the Project's permanent works into the surrounding landscape and establishing the requirements for landscape mitigation works and to ensure that planting is completed as soon as is reasonably practicable following the completion of each stage of, or discrete location of, construction works.</p> <p>b) The Landscape Management Plan forms part of the Construction Environmental Management Plan required by Condition 14 and must:</p> <ul style="list-style-type: none"> i) be prepared by an independent, suitably qualified and experienced person; ii) have particular regard to the outcomes of consultation with landowners within the Designation, the Project Iwi Partners the Department of Conservation, the Council(s), the Manawatū-Whanganui Regional Council, the QEII National Trust, the Te Āpiti Manawatū Gorge Governance Group, the Community Liaison Group, Meridian, and Manawatū River Source to Sea; iii) As a minimum, the Landscape Management Plan must: <ul style="list-style-type: none"> A) describe how permanent works, such as earthworks areas, are integrated into the surrounding landscape and topography, including (but not limited to) the restoration of areas used for temporary work and enabling or construction works yards and the opportunity for the permanent exposure of valuable geological profiles to provide geosites; B) describe and map indigenous vegetation that is to be retained and any proposed new landscape and visual amenity plantings; C) require any proposed new landscape or visual amenity planting to be undertaken as soon as is reasonably practicable following the completion of works and in accordance with the Planting Management Plan required by Condition 19; D) describe proposed planting at 75 Hope Road, developed in consultation with the owners of 75 Hope Road, to screen views of the new road; E) demonstrate: <ul style="list-style-type: none"> 1. the integration of works and planting required by the Landscape Management Plan with any replacement, offset or compensation planting required by Condition 18; 2. opportunities for the planting of stream riparian and wetland margins to restore natural character values. v) Planting required by the Landscape Management Plan within a portion of the Te Āpiti wind farm indicated by property reference numbers 8, 9, 10, 11, and 12 on Land Requirement Plan LR-11 dated October 2018 must: <ul style="list-style-type: none"> A) be within the Designation boundary; and B) not exceed a height of 1.5 metres at maturity except where: <ul style="list-style-type: none"> 1. the planting is for the restoration of areas subject to QEII Trust open space covenants at 31 October 2018 and shown on Plan C-06 dated October 2018 (where the planting is in a similar location and as exists on 31 October 2018 and Meridian is consulted in respect of the species proposed to be planted); or 2. the requirements of clauses A) or B) are not met and Meridian provides the Requiring Authority with its written consent to such planting; or 3. the planting is within areas of existing vegetation habitat types that are expected to grow higher than 1.5m. 	<p>-</p>

Terrestrial Ecology

18.

Replacement, offset or compensation planting

Replacement, offset or compensation planting must:

- a) Be provided in accordance with the environmental compensation ratios (ECR) set out in Table 1, or in accordance with an ECR revised in pursuant to Condition 24(b)(ii)(I). Where vegetation or habitat removal is less than the maximum area, the minimum area of replacement planting must be calculated by multiplying the slope-corrected area of affected vegetation by the ECR for the relevant ecosystem type.

Table 1: Vegetation Removal and Replacement

Ecosystem type	Maximum area of vegetation or habitat able to be removed (ha)	ECR	Minimum Area of replacement, offset or compensation planting calculated based on the maximum area of vegetation or habitat to be removed (ha)
Secondary broadleaved forests with old-growth signatures	3.07	5	15.35
Old-growth treelands	0.41	5	2.05
Kānuka forests (CH4000 – 4400)	1.00	5	5.00
Kānuka forests (elsewhere)	0.59	5	2.95
Advanced secondary broadleaved forests (CH5600 -5800)	0.50	5	2.50
Advanced secondary broadleaved forests (elsewhere)	0.48	5	2.40
Secondary broadleaved forests and scrublands (CH6100 – 6400)	0.86	3	2.58
Secondary broadleaved forests and scrublands (elsewhere)	15.60	3	46.80
Mānuka and kānuka shrublands (CH6100 – 6400)	1.22	1.5	1.83
Mānuka and kānuka shrublands (elsewhere)	2.82	1.5	4.23
Divaricating shrublands	0.33	3	0.99
Old-growth forests (alluvial)	0.15	12	1.80
Old-growth forests (hill country)	1.00	10	10.00
Raupō dominated seepage wetlands (high value)	0.13	4	0.52
Indigenous-dominated seepage wetlands (moderate value)	1.12	3	3.36

Clause (a) is modified to correct a typographical error.

Table 1 is modified to clarify that the 4th column reflects the area of planting calculated on the basis of the ECRs in the 3rd column and the maximum area of vegetation or habitat removal in the 2nd column.

Clause (b) is modified to clarify that the replacement swamp maire planting is calculated in respect of any pruned or dead tree impacted by the works, rather than in respect of existing trees.

CONSTRUCTION CONDITIONS (COMMON TO ALL JURISDICTIONS)				REASON FOR MODIFICATION	
	Exotic-dominated seepage wetlands (low value)	2.74	1.5	4.11	
	<p>b) Include the planting of swamp maire at the following rates:</p> <p>i) 100 swamp maire trees for each any existing swamp maire tree affected by more than 10% of live growth pruning as determined by an independent, suitably qualified and experienced arborist;</p> <p>ii) 200 swamp maire trees for each any existing swamp maire tree where a swamp maire tree that dies as a result of enabling or construction works activities, as determined by an independent, suitably qualified and experienced arborist.</p> <p>c) Include the planting of ramarama at a rate of 1:100 where any ramarama greater than 15 centimetres tall located outside of the Ramarama Protection Area (shown on Figure B in the Statement of Evidence of Dr Forbes dated 8 March 2019) is removed as a result of enabling or construction works activities.</p> <p>d) Not be located within a portion of the Te Āpiti wind farm indicated by property reference numbers 8, 9, 10, 11, and 12 on Land Requirement Plan LR-11 dated October 2018 except where:</p> <p>i) Meridian provides the Requiring Authority with its written consent to such planting; or</p> <p>ii) The planting is for the restoration of areas subject to QEII Trust open space covenants at 31 October 2018 and shown on Plan C-06 dated October 2018 (where the planting is in a similar location as exists on 31 October 2018 and Meridian and the QEII Trust are consulted in respect of the species proposed to be planted).</p> <p>e) The maximum area of exotic dominated seepage wetland able to be removed must be updated to include any additional exotic dominated seepage wetland identified in pre-construction surveys undertaken by the Requiring Authority.</p> <p>f) Include plantings additional to those required by (a) to (e) above in order to mitigate edge effects associated with indigenous vegetation removal.</p> <p>Advice Note: Section 3.2 of the Cultural and Environmental Design Framework deals with the disruption (damage) of indigenous vegetation and habitats.</p>				
19.	<p>Planting Management Plan</p> <p>a) The objective of the Planting Management Plan is to ensure that any planting required by Conditions of this Designation is undertaken in an appropriate manner to facilitate the ongoing survival of those plants.</p> <p>b) The Planting Management Plan forms part of the Ecological Management Plan required by Condition 24 and must:</p> <p>i) Be prepared by an independent, suitably qualified and experienced expert (such as an arborist, terrestrial ecologist or landscape architect) in consultation with the Department of Conservation and the Project Iwi Partners;</p> <p>ii) Take into account the outcomes of that consultation with the Department of Conservation and the Project Iwi Partners;</p> <p>iii) Require that all planting to be completed within the three planting seasons following the completion of construction works;</p> <p>iv) Identify areas (including legal boundaries) where planting is to occur including:</p> <p>A) where planting is to be staged with reference to the construction works programme; and</p> <p>B) canopy gap planting in retired areas and any areas of edge buffer planting;</p> <p>C) areas for planting required by Conditions 17 and 18;</p> <p>v) Describe where the plants will be eco-sourced from (including species genetic source and propagation methodology);</p> <p>vi) Describe plant species mixes; plant spacing, density and layout; plant size (at time of planting); and planting methods (including ground preparation, mulching and trials);</p>			<p>Clause (b)(vii) is modified to clarify that the planted areas are to be protected from livestock.</p> <p>Clause (b)(viii) is modified to clarify that the 'planted areas' are to be retained in perpetuity.</p>	

CONSTRUCTION CONDITIONS (COMMON TO ALL JURISDICTIONS)		REASON FOR MODIFICATION
	<ul style="list-style-type: none"> vii) Describe fencing, stock exclusion, or any other physical works necessary to protect planted areas <u>from livestock</u>; viii) Describe the legal arrangements (land purchase, leasing or covenanting) to be entered into to ensure the <u>plantings-planted areas</u> are retained in perpetuity; ix) Include a plant pest management programme that as a minimum targets species that threaten new or replacement plantings, forest regeneration, forest succession, and the regeneration of any retirement areas; x) Include an animal pest management programme to manage possums and rats to achieve and maintain a 5% or better residual trap catch/tracking index score (or equivalent monitoring method); xi) Describe the ongoing maintenance and management of planted areas, including a requirement that over a 5-year period plants that fail to establish are replaced; or in the case of planting required under Condition 18 until 80% canopy cover is achieved; xii) Describe how the potential for bird strike from vehicles using the road will be reduced through plant species selection in proximity of the new road; xiii) Include a species list for divaricating shrubland replacement planting that has a high representation of the indigenous plant genera/species <i>Coprosma rhamnoides</i>, <i>Melicytus</i>, <i>Olearia virgata</i>, <i>Olearia solandri</i>, <i>Muehlenbeckia</i>, <i>Parsonsia</i> and <i>Rubus</i>, (subject to the reasonable availability of those genera/species). 	
20.	<p>Lizard Management Plan</p> <ul style="list-style-type: none"> a) The objective of the Lizard Management Plan is to avoid, remedy or mitigate the potential adverse effects of the Project on lizards. b) The Lizard Management Plan forms part of the Ecological Management Plan required by Condition 24 and must: <ul style="list-style-type: none"> i) Be prepared by an independent, suitably qualified and experienced ecologist in consultation with the Department of Conservation and the Project Iwi Partners; ii) Take into account the outcomes of any consultation with the Project Iwi Partners and the Department of Conservation; iii) Describe the methodology for survey, salvage, transfer and release, including the identification of potential habitats for survey and planned and opportunistic relocations; iv) Identify release sites (which may include the Manawatū Gorge Scenic Reserve, subject to permission being granted by the Department of Conservation) and confirm any works necessary to protect such sites from predation or disturbance (when the sites are not in the Manawatū Gorge Scenic Reserve); and v) Be updated to achieve consistency with any authorisation given by the Director-General of Conservation under section 53 of the Wildlife Act 1953 where any such authorisation is required. 	-
21.	<p>Bat Management Plan</p> <ul style="list-style-type: none"> a) The objective of the Bat Management Plan is to avoid, remedy or mitigate the potential adverse effects of the Project on bats. b) The Bat Management Plan forms part of the Ecological Management Plan required by Condition 24 and must: <ul style="list-style-type: none"> i) Be prepared by an independent, suitably qualified and experienced ecologist in consultation with the Department of Conservation and the Project Iwi Partners; ii) Include procedures for the removal of any bat roosts (including measures to retain and monitor any active roosting site) identified in the Designation; iii) Where necessary, set out an approach to habitat replacement and pest control; and 	-

CONSTRUCTION CONDITIONS (COMMON TO ALL JURISDICTIONS)		REASON FOR MODIFICATION
	iv) Be updated to achieve consistency with any authorisation given by the Director-General of Conservation under section 53 of the Wildlife Act 1953 where any such authorisation is required.	
22.	<p>Avifauna Management Plan</p> <p>a) The objective of the Avifauna Management Plan is to avoid, remedy or mitigate the potential adverse effects of the Project on avifauna.</p> <p>b) The Avifauna Management Plan forms part of the Ecological Management Plan required by Condition 24 and must:</p> <p>i) Be prepared by an independent, suitably qualified and experienced ecologist in consultation with the Department of Conservation and the Project Iwi Partners;</p> <p>ii) In the Manawatū River riverbed:</p> <p>A) describe the measures necessary (prior to the July to March breeding season) to deter black-fronted dotterels and banded dotterels from nesting;</p> <p>B) set out the methodology for a pre-construction survey to identify any nesting dotterels;</p> <p>C) if nesting dotterels are present, in accordance with the NZTA's 'Guidance in relation to New Zealand dotterels on NZTA land' dated November 2012:</p> <ol style="list-style-type: none"> 1. require the establishment an exclusion area around the nesting area within which works may not be undertaken until nesting activities are completed;-and 2. provide for the relocation (by driving away under the supervision of an suitably qualified and experienced person) of the dotterels that are not actively nesting; <p>iii) For any vegetation clearance between the months of September and January in potential whitehead nesting habitats:</p> <p>A) set out the methodology for a pre-construction survey to identify any nesting whiteheads;</p> <p>B) if nesting whiteheads are present, require the establishment of an exclusion area around the tree containing the nest and immediately adjacent trees within which works may not be undertaken until nesting activities are completed.</p> <p>v) For any clearance or mowing of rank grass between the months of August and March:</p> <p>A) set out the methodology for a pre-construction survey to identify any nesting pipit;</p> <p>B) if nesting pipit are present, require the establishment of an exclusion area around the nesting area within which works may not be undertaken until nesting activities are completed.</p> <p>vi) Prior to any works occurring in the raupō dominated seepage wetlands, as shown on Designation Plan D-02 dated October 2018, set out the methodology for a pre-construction survey for cryptic bird species. If nesting cryptic bird species are present, require the establishment of an exclusion area around the nesting area within which works may not be undertaken until nesting activities are completed.</p> <p>vii) Minimise disturbance as far as is practicable to the freshwater ponds located between CH9200 and CH9600 in order to maintain possible habitat for Australian coot and New Zealand dabchick.</p> <p>viii) Be updated to achieve consistency with any authorisation given by the Director-General of Conservation under section 53 of the Wildlife Act 1953 where any such authorisation is required.</p>	-
23.	<p>Terrestrial Invertebrate Management Plan</p> <p>a) The objective of the Terrestrial Invertebrate Management Plan is to avoid, remedy or mitigate the potential adverse effects of the Project on At-Risk or Threatened terrestrial invertebrates.</p> <p>b) The Terrestrial Invertebrate Management Plan forms part of the Ecological Management Plan required by Condition 24 and must:</p>	Clause (b)(iv) is modified to direct the timing of the required surveys to reflect a suggestion made by the Director General of Conservation in comments on the draft conditions.

CONSTRUCTION CONDITIONS (COMMON TO ALL JURISDICTIONS)		REASON FOR MODIFICATION
	<ul style="list-style-type: none"> i) Be prepared by an independent, suitably qualified and experienced ecologist in consultation with the Department of Conservation and the Project Iwi Partners; ii) Require, prior to the commencement of construction works, pre-construction surveys to determine: <ul style="list-style-type: none"> A) invertebrate community composition; B) the presence of 'At Risk' or 'Threatened' taxa (as defined by the Department of Conservation's New Zealand Threat Classification System). iii) Inform any mitigation monitoring and any offsetting or compensation proposed under Condition 24(b) or 24(c); iv) Define the timing and locations of surveys intended to identify the presence of At-Risk or Threatened terrestrial invertebrates <u>(including periods between August and December for <i>Meterana exquisita</i>; periods between April and June for <i>Meterana grandiosa</i>; and shrubland habitats that may support these species)</u>; v) Set out the appropriate levels of taxonomic resolution and/or community composition indices to be applied if At-Risk or Threatened terrestrial invertebrates are identified; vii) Where the pre-construction surveys detect the presence of 'At-Risk' or 'Threatened' taxa: <ul style="list-style-type: none"> A) identify the vegetation or habitats that should be avoided in the first instance; B) outline the optimal timing of vegetation clearance based on the 'At-Risk' or 'Threatened' taxa present; C) where appropriate, describe the methods of direct invertebrate management; D) identify areas where measures to manage enabling or construction works activities apply; E) set out approaches to the restoration of invertebrate taxa/community composition in planting and retirement areas required by Conditions 18 and 24, including but not limited to: <ul style="list-style-type: none"> 1. wood disk steeping stones and long grass corridors; 2. the salvage and transfer of soils, coarse woody material or debris and leaf litter; and 3. detailed measures to create and/or restore habitats for populations of 'At-Risk' or 'Threatened' taxa impacted by the Project; 4. monitoring protocol for populations of 'At-Risk' or 'Threatened' taxa impacted by the Project, where monitoring forms part of the measures determined by Condition 24(b); and 5. biosecurity measures required in carrying out these activities. 	<p>Clause (b)(vii)(E)(1) is modified to correct a typographical error.</p>
24.	<p>Ecological Management Plan</p> <ul style="list-style-type: none"> a) The Objective of the Ecological Management Plan to address the potential adverse effects of the Project on ecological and biodiversity values. b) The Ecological Management Plan must be certified in accordance with Condition 3 and form part of the Construction Environmental Management Plan required by Condition 14. It must: <ul style="list-style-type: none"> i) Be prepared by an independent, suitably qualified and experienced person(s); ii) As a minimum: <ul style="list-style-type: none"> A) summarise the terrestrial ecology and biodiversity values and effects of the Project; B) take into account the outcomes of any consultation with the Project Iwi Partners, the Department of Conservation, the Te Āpiti Manawatū Gorge Governance Group and any other party 	<p>Clause (c)(ii)(A) is modified to clarify that additionality must be achieved in respect of retirement areas and reflect a suggestion made by the Director General of Conservation in comments on the draft conditions.</p>

CONSTRUCTION CONDITIONS (COMMON TO ALL JURISDICTIONS)	REASON FOR MODIFICATION
<p>having a direct interest in the land subject to planting required by Condition 18;</p> <p>C) include the Planting, Bat, Lizard, Avifauna, and Terrestrial Invertebrate Management Plans required by Conditions 19, 20, 21, 22 and 23;</p> <p>D) detail how vegetation to be removed will be identified on site;</p> <p>E) set out site staff induction procedures in respect of ecological requirements, including measures to prevent the introduction of pest plants;</p> <p>F) consider opportunities for:</p> <ol style="list-style-type: none"> 1. the reuse of natural materials and felled trees by the Project Iwi Partners; and 2. community participation in planting; <p>G) provide for the salvage and transfer of soils, coarse woody material or debris and leaf litter for use in areas of replacement and retirement planting;</p> <p>H) confirm the location of any areas to be retired from grazing;</p> <p>I) include a process for any revision of the ECRs contained in Condition 18.</p> <p>c) Taking into account the measures to avoid, remedy, mitigate, offset or compensate for adverse ecology effects (including the measures to be undertaken as described in the Ecological Management Plan), the Requiring Authority must, in consultation with the Department of Conservation and the Project Iwi Partners:</p> <ol style="list-style-type: none"> i) Determine the extent of any further offsetting or compensation necessary to achieve a net indigenous biological diversity gain with reference to the direction given by Policy 13-4 of the One Plan – Part II; ii) Where further offsetting or compensation is necessary, this may include (but not be limited to): <ol style="list-style-type: none"> A) the retirement of areas (where available) within the areas shown for this purpose on Figure 6.A.9 (in Appendix 6.A to Technical Assessment 6: Terrestrial Ecology), <u>provided additionality can be achieved in those areas</u>; B) the retirement of additional areas in an alternative location, additional offset or compensation planting and/or additional pest management measures; C) funding provided to the Manawatū Gorge Governance Group to undertake activities described in the ‘Te Āpiti – Manawatū Gorge Biodiversity Management Plan’ dated 8 August 2017 including, but not limited to, items that are consistent with the section 4 of that Plan and the following items listed in section 6.1 of that Plan: <ol style="list-style-type: none"> 1. weed and animal pest survey and planning; 2. weed control; 3. animal control; 4. monitoring and reporting; 5. biodiversity enhancement; 6. landscape level linkages. iii) The required offsetting or compensation activities must be managed, where appropriate, in accordance with the management framework set out in the Ecological Management Plan. 	
<p>25. At risk or threatened flora and fauna discovery protocol</p> <p>a) In the event of discovery or any ‘At-Risk’ or ‘Threatened’ flora or fauna (as defined by the Department of Conservation’s New Zealand Threat Classification System) within the Designation that is not specifically addressed by Conditions 20, 21, 22, 23 or 24, the Requiring Authority must determine a course of action:</p> <ol style="list-style-type: none"> i) Based on the advice of an independent, suitably qualified and experienced ecologist; 	-

CONSTRUCTION CONDITIONS (COMMON TO ALL JURISDICTIONS)		REASON FOR MODIFICATION																																											
	ii) With reference to the Ecological Management Plan framework; and iii) Taking into account the outcomes of any consultation the Project Iwi Partners and the Department of Conservation. b) The Requiring Authority must provide written advice to the Responsible Officer(s) setting out the course of action determined in accordance with clause (a).																																												
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26.	<p>Limits and assessment – construction noise</p> <p>All construction works must be designed and conducted to ensure that, as far as practicable, construction noise does not exceed the limits in Table 2. Sound levels must be measured and assessed in accordance with NZS 6803:1999 Acoustics –Construction noise as follows (at occupied dwellings).</p> <p>Table 2: Construction Noise Limits</p> <table border="1"> <thead> <tr> <th>Time of week</th> <th>Time period</th> <th>L_{Aeq}</th> <th>L_{Afmax}</th> </tr> </thead> <tbody> <tr> <td rowspan="4">Weekdays</td> <td>0630-0730</td> <td>55 dB</td> <td>75 dB</td> </tr> <tr> <td>0730-1800</td> <td>70 dB</td> <td>85 dB</td> </tr> <tr> <td>1800-2000</td> <td>65 dB</td> <td>80 dB</td> </tr> <tr> <td>2000-0630</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td rowspan="4">Saturdays</td> <td>0630-0730</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>0730-1800</td> <td>70 dB</td> <td>85 dB</td> </tr> <tr> <td>1800-2000</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>2000-0630</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td rowspan="4">Sundays and public holidays</td> <td>0630-0730</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>0730-1800</td> <td>55 dB</td> <td>85 dB</td> </tr> <tr> <td>1800-2000</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>2000-0630</td> <td>45 dB</td> <td>75 dB</td> </tr> </tbody> </table>	Time of week	Time period	L _{Aeq}	L _{Afmax}	Weekdays	0630-0730	55 dB	75 dB	0730-1800	70 dB	85 dB	1800-2000	65 dB	80 dB	2000-0630	45 dB	75 dB	Saturdays	0630-0730	45 dB	75 dB	0730-1800	70 dB	85 dB	1800-2000	45 dB	75 dB	2000-0630	45 dB	75 dB	Sundays and public holidays	0630-0730	45 dB	75 dB	0730-1800	55 dB	85 dB	1800-2000	45 dB	75 dB	2000-0630	45 dB	75 dB	-
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27.	<p>Limits and assessment – construction vibration</p> <p>a) Construction vibration must, as far as practicable, comply with the criteria in Table 3, where:</p> <p>i) Measurement is 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>; and</p> <p>ii) BS 5228-2 is British Standard BS 5228-2:2009 <i>Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration</i>.</p> <p>Table 3: Vibration Criteria</p> <table border="1"> <thead> <tr> <th>Receiver</th> <th>Location</th> <th>Details</th> <th>Category A PPV</th> <th>Category B PPV</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Occupied PPFs</td> <td rowspan="2">Inside the building</td> <td>Night 2000h to 0630h</td> <td>0.3 mm/s</td> <td>1 mm/s</td> </tr> <tr> <td>Day 0630h to 2000h</td> <td>1 mm/s</td> <td>5 mm/s</td> </tr> <tr> <td>Other occupied buildings</td> <td>Inside the building</td> <td>Day 0630h to 2000h</td> <td>2 mm/s</td> <td>5 mm/s</td> </tr> <tr> <td rowspan="2">Unoccupied buildings</td> <td rowspan="2">Building foundation</td> <td>Vibration transient</td> <td rowspan="2">5 mm/s</td> <td>BS 5228-2 Table B.2</td> </tr> <tr> <td>Vibration continuous</td> <td>50% of BS 5228-2 Table B.2</td> </tr> </tbody> </table> <p>b) The Category A construction vibration criteria in the table above must be complied with as far as practicable. If measured or predicted vibration from construction activities exceeds the Category A criteria, an independent, suitably qualified and experienced person must assess and</p>	Receiver	Location	Details	Category A PPV	Category B PPV	Occupied PPFs	Inside the building	Night 2000h to 0630h	0.3 mm/s	1 mm/s	Day 0630h to 2000h	1 mm/s	5 mm/s	Other occupied buildings	Inside the building	Day 0630h to 2000h	2 mm/s	5 mm/s	Unoccupied buildings	Building foundation	Vibration transient	5 mm/s	BS 5228-2 Table B.2	Vibration continuous	50% of BS 5228-2 Table B.2	-																		
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CONSTRUCTION CONDITIONS (COMMON TO ALL JURISDICTIONS)		REASON FOR MODIFICATION
	manage construction vibration during those activities. If measured or predicted vibration from construction activities exceeds the Category B criteria those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated by an independent, suitably qualified and experienced person.	
28.	<p>Construction Noise and Vibration Management Plan</p> <p>a) As soon as practicable, and prior to the commencement of construction works activities, the Requiring Authority must prepare a Construction Noise and Vibration Management Plan.</p> <p>b) The Construction Noise and Vibration Management Plan forms part of the Construction Environmental Management Plan required by Condition 14.</p> <p>c) The objective of the Construction Noise and Vibration Management Plan is to demonstrate how compliance with the criteria in Conditions 26 and 27 will be achieved for the duration of construction of the Project.</p> <p>d) The Construction Noise and Vibration Management Plan must:</p> <ul style="list-style-type: none"> i) Be prepared by an independent, suitably qualified and experienced person and in general accordance with the requirements of Annex E2 of NZS 6803:1999; ii) Include, as a minimum: <ul style="list-style-type: none"> A) a description of the likely construction noise and vibration emissions; B) a description of the construction work, anticipated equipment and processes and their scheduled durations; C) a description of noise or vibration suppression devices to be used on equipment or processes; D) the hours of operation, including times and days when activities causing noise and/or vibration would occur; E) the construction noise and vibration criteria for the Project; F) identification of affected houses and other sensitive locations where noise and vibration criteria apply; G) methods and frequency for monitoring and reporting on construction noise and vibration; H) procedures for maintaining contact with stakeholders, notifying or proposed construction activities and handling noise and vibration complaints (consistent with the Communications Management Plan and complaints register); I) a description of alternative mitigation strategies where compliance with the criteria in Conditions 26 or 27 may not be achieved; J) procedures, developed in consultation with TPR, to-remedy or mitigate any potential adverse effects in instances where the construction vibration criteria set out in Condition 27 might not be complied with in respect of the Mangamaire – Woodville A 110kV National Grid transmission line support structures; K) procedures, developed in consultation with Meridian, to remedy or mitigate any potential adverse effects in instances where the construction vibration criteria set out in Condition 27 might not be complied with in respect of Te Āpiti wind farm turbines; L) construction equipment operator training procedures and expected construction site behaviours; M) contact numbers for key construction staff, staff responsible for noise assessment and the Responsible Officer(s). 	-
Construction Traffic		
29.	<p>Construction Traffic Management Plan</p> <p>a) As soon as practicable, and prior to the commencement of construction works activities, the Requiring Authority must prepare a Construction Traffic Management Plan.</p>	-

CONSTRUCTION CONDITIONS (COMMON TO ALL JURISDICTIONS)	REASON FOR MODIFICATION
<p>b) The objective of the Construction Traffic Management Plan is to minimise adverse effects on property access, traffic safety and efficiency as a result of enabling or construction works activities. The Construction Traffic Management Plan forms part of the Construction Environmental Management Plan required by Condition 14 and must, as a minimum:</p> <ul style="list-style-type: none"> i) Be prepared by a suitably qualified and experienced person; ii) Take into account the outcomes of any consultation with the Community Liaison Group (Condition 12), the Responsible Officer(s), and any relevant issues arising from the implementation of the Communications Management Plan (Condition 11); iii) Set out the numbers, frequencies, routes and timing of enabling or construction works traffic movements; iv) Identify site access routes and access points for heavy vehicles in a manner consistent with the NZTA's Code of Practice for Temporary Traffic Management and describe measures to: <ul style="list-style-type: none"> A) monitor and manage, as necessary, the movements of heavy vehicles on Saddle Road during peak times; B) provide for access to the site to be gained (where possible) from both sides of the Ruahine Ranges; C) minimise, as far as practicable, any adverse effects of the movements of heavy vehicles accessing the site from Hope Road, including by: <ul style="list-style-type: none"> 1. restricting construction related heavy vehicle movements to between the hours of 0730 and 1800; and 2. consulting with the owners/occupiers of 29 Hope Road and 75 Hope Road to identify any further practicable measures to manage adverse effects on these properties; v) Describe methods to manage local and network wide effects of the construction of individual elements of the Project including, as a minimum, the roundabout connections at Ashhurst and Woodville including temporary traffic management measures; vi) Describe methods to limit the movement of construction related heavy vehicles through Ashhurst at night and peak times, including limiting night-time movements to oversized loads and essential movements (such as concrete trucks for continuous pours); vii) Describe methods to limit the movement of construction related heavy vehicles through Woodville at night, including limiting night-time movements to oversized loads and essential movements (such as concrete trucks for continuous pours); viii) Require all heavy construction vehicles to have effective noise suppression devices for engine brakes; ix) Give consideration to opportunities to reduce adverse effects though: <ul style="list-style-type: none"> A) use of KRH's infrastructure to deliver construction materials to the Manawatū River bridge site; B) accelerated construction of the Manawatū River bridge and Hope Road bridge so that these bridges may be used to access the site; x) Set out how the current provision for pedestrians and cyclists is maintained; xi) Detail measures to provide on-going vehicle access to private and adjacent properties, including the Te Āpiti wind farm and the Western Car Park, and limit the adverse effects of construction and severance, including by forming any new permanent accesses at the earliest opportunity; and xii) Confirm the management approach to loads on heavy vehicles, including covering loads of fine material and the timely removal of any material deposited or spilled on public roads. 	

CONSTRUCTION CONDITIONS (COMMON TO ALL JURISDICTIONS)		REASON FOR MODIFICATION
Tangata Whenua Values		
30.	<p>Tangata Whenua Values Monitoring and Management Plan</p> <p>a) A Tangata Whenua Values Monitoring and Management Plan must form part of the Construction Environmental Management Plan (Condition 14).</p> <p>b) The objective of the Tangata Whenua Values Monitoring and Management Plan is to recognise and provide for the tangata whenua values of the area affected by the Project and to develop mechanisms and processes to seek to avoid or minimise potential impacts on those values through the implementation of agreed monitoring and mitigation measures.</p> <p>c) The Tangata Whenua Values Monitoring and Management Plan must be prepared by a person (or persons) endorsed by the Project Iwi Partners and must include (but not be limited to):</p> <ul style="list-style-type: none"> i) Enabling activities, including site dedications; ii) Cultural protocols and procedures for cultural inductions; iii) A description of specific monitoring activities to be undertaken; iv) Confirmation of the roles and responsibilities of personnel in respect of clauses(i) to (iii); v) Approaches to realising opportunities to reuse natural materials/trees, participation in planting, fish surveys and/or transfer, species monitoring and translocation; vi) Setting out the detailed accidental discovery protocol procedures development under Condition 31; vii) Consideration of potential effects on taonga species, or other species of significance to tangata whenua, including, but not limited to: <ul style="list-style-type: none"> A) koura; B) tuna; C) kererū; D) parapara (<i>P. brunoniana</i>); E) tī kōuka; F) toitoi; G) karaka; H) mataī; I) puku tawai; J) northern rātā; and viii) Any other matters or measure to avoid or mitigate potential impacts on tangata whenua values, customs and practices. 	-
Archaeology and Historic Heritage		
31.	<p>Accidental discovery protocol and archaeological authority</p> <p>a) Where an area of the Designation is not subject to an archaeological authority (sought under section 44(a) and granted under section 48 of the Heritage New Zealand Pouhere Taonga Act 2014), an accidental discovery protocol must apply to all works in that area.</p> <p>b) The accidental discovery protocol must be prepared in consultation with the Project Iwi Partners and Heritage New Zealand Pouhere Taonga and must include, but not be limited to:</p> <ul style="list-style-type: none"> i) Details of contractor training regarding the skills necessary to be aware of the possible presence of cultural or archaeological sites or material; ii) General procedures following the accidental discovery of possible archaeological sites, kōiwi tangata, wāhi tapu or wāhi taonga, including the requirement to immediately cease enabling or construction works activities in the vicinity of the discovery and the requirement to notify parties including, but not limited to, Heritage New Zealand Pouhere Taonga; iii) Specific procedures in the event that kōiwi tangata are discovered; 	-

CONSTRUCTION CONDITIONS (COMMON TO ALL JURISDICTIONS)		REASON FOR MODIFICATION
	<ul style="list-style-type: none"> iv) Procedures for the custody of taonga (excluding kōiwi tangata) or material found at an archaeological site; v) Activities (including a review of available and relevant archaeological information) that must be undertaken before enabling or construction works activities in the vicinity of the discovery can recommence, including appropriate tikanga, recording, recovery of artefacts and consultation. c) In the event of kōiwi tangata being discovered, work must cease immediately in the vicinity of the remains and the Project Iwi Partners, Heritage New Zealand Pouhere Taonga, New Zealand Police and the relevant Council(s) must be contacted. 	
Network Utilities and Rooding Infrastructure		
32.	<p>Electrical clearances</p> <ul style="list-style-type: none"> a) Enabling or construction works activities and structures must be designed and undertaken to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001). b) The planting required by, and managed by, Conditions 17, 18, 19 and 24 must be selected, located and managed to ensure that it will not result in that vegetation breaching the Electricity (Hazards from Trees) Regulations 2003, including at full maturity. 	-
33.	<p>National Code of Practice for Network Utility Operators' Access to Transport Corridors</p> <p>All works must be undertaken in accordance with the National Code of Practice for Utility Operators' Access to Transport Corridors (September 2016), or any approved update to the Code.</p>	-
34.	<p>Network Integration Plan</p> <ul style="list-style-type: none"> a) Prior to the commencement of construction, the Requiring Authority must prepare a Network Integration Plan. b) The objective of the Network Integration Plan is to demonstrate how the Project integrates with the existing local road network including pedestrian and cycling facilities and with future, planned, improvements to the network (including the shared path that will be provided in accordance with Condition 36). c) The Network Integration Plan must be prepared in consultation with the relevant road controlling authority and include: <ul style="list-style-type: none"> i) Details of proposed works at the interface between the State Highway and the local road network, including road surfacing, road markings and signs; ii) The outcomes of any consultation with the Community Liaison Group established by Condition 12; iii) Confirmation that the Project design does not preclude the future development of the balance of the Lindauer Arts Trail (Woodville to Manawatū Gorge walkway); iv) Specification of how the following requirements will be met: <ul style="list-style-type: none"> A) prior to the opening of the new road, the improvement of the intersections of State Highway 3 with York Street and Cambridge Avenue to redirect traffic onto the new road; B) the extension of the existing walkway from Hampson Street, Woodville to west of the eastern roundabout; C) the provision of a shared path along the northern side of SH3 from the intersection of Cambridge Avenue to the Western Car Park; and D) the upgrading of the Ashhurst Bridge required by Condition 35. 	-
35.	<p>Ashhurst Bridge</p> <p>Prior to the opening of the new road, and subject to any necessary resource consents for the upgrade works being granted, the Ashhurst Bridge on State Highway 3 must be improved to provide separated pedestrian and cyclist access.</p>	-

CONSTRUCTION CONDITIONS (COMMON TO ALL JURISDICTIONS)		REASON FOR MODIFICATION
<p>36. Provision of shared path(s)</p> <p>a) Prior to the opening of the new road a <u>safe</u> shared path(s) must be in place along the entire length of the new road including across any bridges; and</p> <p>i) sStarting at the northern side of SH3 at the intersection of Cambridge Avenue in Ashhurst;</p> <p>ii) cConnecting to the Western Car Park; and</p> <p>iii) eEnding at Hampson Street in Woodville.</p> <p>b) The shared path(s) must:</p> <p>i) Bbe separated from the carriageway of the new road by, at minimum, a wire barrier;</p> <p>ii) <u>Subject to (c) below, subject to the area of land available and constraints imposed by Condition 9(e)(i) to (iii) and Condition T3:</u></p> <p><u>A)</u> be designed and constructed in accordance with Austroads Guide to Road Design Part 6A Appendix A Figure A1: Bicycle Path Operation Scenario C or any subsequent revisions of that document; and</p> <p><u>Be)</u> hHave a minimum sealed width of 3.0 metres for the entire length of the new road and have a minimum width of 0.2m clearance from any barrier.</p> <p><i><u>Advice Note: This Condition was offered by the Requiring Authority to provide additional Project benefits, rather than being necessary to avoid, remedy or mitigate an adverse effect of the Project on the environment or otherwise meet the requirements of the Resource Management Act 1991.</u></i></p>	Refer to the decision letter.	
<p>37. New Manawatu River Bridge</p> <p>The new Manawatu River Bridge must include a pedestrian viewing platform(s) providing views upstream or downstream. The viewing platform(s) must be physically separated from shared path and the carriageway for pedestrian safety reasons. The viewing platform(s) must have direct access for pedestrians from the Western Car Park.</p> <p><i><u>Advice Note: This Condition was offered by the Requiring Authority to provide additional Project benefits, rather than being necessary to avoid, remedy or mitigate an adverse effect of the Project on the environment or otherwise meet the requirements of the Resource Management Act 1991.</u></i></p>	Refer to the decision letter.	
<p>38. Recreational Paths Fund</p> <p>a) As soon as practicable, the Requiring Authority must establish and administer a Recreational Paths Fund of \$1 million.</p> <p>b) The purpose of the Fund is to enable the investigation and construction of recreational paths that potentially connect to the shared path required by Condition 36.</p> <p>c) Activities under (b) are to be undertaken in consultation with the Project Iwi Partners, Te Āpiti Manawatū Gorge Governance Group, the Councils, and relevant landowners.</p> <p>d) Construction activities under (b) are subject to land availability and obtaining any necessary statutory approvals.</p> <p>e) The Fund must remain available until the <u>opening of the new road only \$1 million is spent.</u></p> <p><i><u>Advice Note: This Condition was offered by the Requiring Authority to provide additional Project benefits, rather than being necessary to avoid, remedy or mitigate an adverse effect of the Project on the environment or otherwise meet the requirements of the Resource Management Act 1991.</u></i></p>	Refer to the decision letter.	
<p>39. Road Safety</p> <p>a) Road safety audits must be carried out for the Requiring Authority at the detailed design stage and pre-opening/post-construction stages by an independent, suitably qualified and experienced road safety auditor or audit team.</p> <p>b) The Requiring Authority must request that the independent road safety auditor or audit team expressly consider, amongst other matters, the safety of the Project in respect of vulnerable road users.</p>	Refer to the decision letter.	

CONSTRUCTION CONDITIONS (COMMON TO ALL JURISDICTIONS)		REASON FOR MODIFICATION
	e) — The Requiring Authority must provide to the Responsible Officer(s), within two weeks of their completion, the outcomes of the detailed design and pre-opening/post-construction stages road safety audit processes.	
3940.	<p>Noise bunds</p> <p>a) Prior to undertaking construction works activities in the vicinity of 1213 Fitzherbert East Road or 49846 State Highway 3 (subject to reasonable property access and land availability):</p> <p>i) An extended earth bund must be designed and constructed along the roadside boundary of the designation with 1213 Fitzherbert East Road for the purpose of operational noise mitigation and visual screening. The design must be undertaken in consultation with the owners/occupiers of the property.</p> <p>ii) An earth bund must be designed and constructed along the roadside boundary of the designation with 49846 State Highway 3, Woodville, for the purpose of operational noise mitigation and visual screening. The design must be undertaken in consultation with the owners/occupiers of the property.</p> <p>b) An independent, suitably qualified and experienced person must design the bunds provided for 1213 Fitzherbert East Road and 49846 State Highway 3 required by i) and ii).</p>	The Condition is renumbered as a consequence of the deletion of Condition 39.

CONSTRUCTION CONDITIONS (PALMERSTON NORTH CITY ONLY)		REASON FOR MODIFICATION
Parahaki Island		
PN1.	<p>Outline Plan – Parahaki Island</p> <p>a) Where an Outline Plan(s) describes works related to the bridging of the Manawatū River, including any piers, abutments and the northern and southern approaches (and associated construction access), the Requiring Authority must:</p> <p>i) Consult with the Te Āpiti Ahu Whenua Trust for the purpose of recognising the values of Parahaki Island and providing for those values including by:</p> <p>A) minimising, as far as practicable, any impact of the enabling or construction works activities or Manawatū River bridge piers on Parahaki Island;</p> <p>B) identifying opportunities to recognise the historical and cultural significance of Parahaki Island in the design of Manawatū River bridge and approaches to the bridge;</p> <p>C) identifying opportunities for landscape or ecological mitigation planting required by Conditions 17, 18 and 24 on Parahaki Island.</p> <p>ii) As a minimum, include the following in the Outline Plan(s):</p> <p>A) details of the consultation undertaken with the Te Āpiti Ahu Whenua Trust, including comments made in relation to the matters listed in a) and any measures taken by the Requiring Authority to respond to these comments.</p>	-
Recreation and Open Space		
PN2.	<p>Western Car Park Construction Management Plan</p> <p>a) Prior to any enabling or construction works that affect access to or use of the car park at the western boundary of the Manawatū Gorge Scenic Reserve and/or access to the Manawatū Gorge walking tracks, a Western Car Park Construction Management Plan must be prepared.</p> <p>b) The objective of the Western Car Park Construction Management Plan is to detail how public access will be maintained for the duration of enabling and construction works activities.</p> <p>c) The Western Car Park Construction Management Plan must be prepared in consultation with the landowner, Department of Conservation, Palmerston North City Council, Te Āpiti Manawatū Gorge Governance Group, the Project Iwi Partners, and the</p>	Clause (c) is modified to delete reference to the design outcomes of the Cultural and Environmental Design Framework because the Management Plan is to address temporary public access as opposed to a providing a permanent facility and therefore is not intended to be consistent with the design outcomes for the completed Project.

CONSTRUCTION CONDITIONS (PALMERSTON NORTH CITY ONLY)		REASON FOR MODIFICATION
	<p>Community Liaison Group and must be consistent with the design principles and design outcomes in section 3.1.1 of the Cultural and Environmental Design Framework.</p> <p>d) The Western Car Park Construction Management Plan must include, as a minimum:</p> <ul style="list-style-type: none"> i) While allowing for construction activities, provision of a temporary car park that is generally of the same standard of surface and parking capacity that the existing car park had at 31 October 2018; ii) Details of how public access between any temporary carpark and the Manawatū Gorge Walking Track will be provided; iii) A Crime Prevention Through Environmental Design Safety Site Assessment; and iv) Details of any changes to or temporary relocation of existing way finding and interpretation signs within and adjacent to the Western Car Park (including signs to existing walking tracks and to any pedestrian access or viewpoints for pedestrians on the new Manawatū River bridge) and any upcoming closure information. <p>e) If a temporary closure to the Western Car Park is required, this must only occur during weekdays and for no more than two consecutive working weeks at a time. The Department of Conservation, the Te Āpiti Manawatū Gorge Governance Group and the Responsible Officer(s) must be made aware of the details of the temporary closure at least 10 working days prior to the closure occurring.</p>	
PN3.	<p>Western Car Park Reinstatement Management Plan</p> <p>a) Within one year of commencing the construction of works in the proximity of the Western Car Park that will directly affect that car park, a Western Car Park Reinstatement Management Plan must be prepared.</p> <p>b) The Western Car Park Reinstatement Management Plan must be prepared in consultation with the landowner, Department of Conservation, Palmerston North City Council, the Te Āpiti Manawatū Gorge Governance Group, the Project Iwi Partners and the Community Liaison Group and be consistent with the design principles and design outcomes in the Cultural and Environmental Design Framework.</p> <p>c) The Western Car Park Reinstatement Management Plan must, as a minimum:</p> <ul style="list-style-type: none"> i) Provide for at least the same number of car parks as the number that existed at 31 October 2018; ii) Provide for at least the same number of toilet and bike parking facilities that existed at 31 October 2018; iii) Provide for at least the same public access to the Manawatu River that existed at 31 October 2018; iv) Include a Crime Prevention Through Environmental Design (CPTED) Safety Site Assessment; v) Incorporate any decisions regarding the future status of the closed section of State Highway 3 immediately adjacent to the car park that existed at 31 October 2018; vi) Take into account the final masterplan prepared by the Te Āpiti Manawatū Gorge Governance Group; vii) Describe the reinstatement of land used for construction including: <ul style="list-style-type: none"> A) removal of structures, plant and materials associated with construction (unless otherwise agreed with the landowner); B) replacement or reinstatement of formal parking areas, boundary fences, landscaping and way finding and interpretation signs within and adjacent to the Western Car Park (including signs to existing walking tracks and to any pedestrian access or viewpoints for pedestrians on the new Manawatū River bridge); C) reinstatement of grassed areas to a similar condition as existed prior to construction; and 	-

CONSTRUCTION CONDITIONS (PALMERSTON NORTH CITY ONLY)		REASON FOR MODIFICATION
	<p>D) replacement of trees and other planting removed as part of construction activities.</p> <p>viii) Include details of the consultation undertaken under clause (b) above, including the comments made and any measures taken by the Requiring Authority to respond to these matters.</p>	

CONSTRUCTION CONDITIONS (MANAWATŪ DISTRICT ONLY)		REASON FOR MODIFICATION
Network Utilities		
M1.	<p>Outline Plan – Tararua High Pressure Gas Transmission Pipeline</p> <p>Where an Outline Plan(s) describes enabling or construction works that traverse the Tararua High Pressure Gas Transmission Pipeline, the Requiring Authority must:</p> <p>a) Consult with First Gas in order to develop any necessary measure to ensure that no enabling or construction works activities, and particularly site access, cause material damage to or affect the operation and maintenance of the pipeline.</p> <p>b) Include details of the consultation undertaken and any measures to protect the pipeline in the Outline Plan.</p>	-
M2.	<p>Outline Plan – Palmerston North to Gisborne Rail Corridor</p> <p>Where an Outline Plan(s) describes enabling or construction works within or adjacent to the Palmerston North to Gisborne rail corridor, the Requiring Authority must:</p> <p>a) Consult with KRH for the purpose of appropriately avoiding, remedying or mitigating any potential adverse effects of the Project (including as a result of access across the corridor) on the continued operation, maintenance and upgrading of the rail line.</p> <p>b) Include details of the consultation undertaken and any measures to avoid, remedy or mitigate any potential adverse effects in the outline plan.</p> <p>c) Set out how any measures to avoid, remedy or mitigate any potential adverse effects identified in accordance with clause (b) may be reviewed and updated, as necessary.</p> <p>Advice Note: <i>Written consent from KRH under section 177(1)(a) of the RMA is required independent of this condition.</i></p>	-

CONSTRUCTION CONDITIONS (TARARUA DISTRICT ONLY)		REASON FOR MODIFICATION
Network Utilities and Infrastructure		
T1.	<p>Te Āpiti Wind Farm Management Plan</p> <p>a) As soon as practicable, and prior to any construction works, being undertaken within the portion of the Te Āpiti wind farm site indicated by property reference numbers 8, 9, 10, 11, and 12 on Land Requirement Plan LR-11 dated October 2018, the Requiring Authority must prepare a Wind Farm Management Plan.</p> <p>b) The objective of the Wind Farm Management Plan is to set out measures to avoid where practicable the potential effects of the Project on wind farm operations provided for by the wind farm resource consent (granted on 3 September 2003) and, where avoidance is not possible, set out measures to remedy or mitigate such effects.</p> <p>c) The Wind Farm Management Plan must, as a minimum:</p> <p>i) Be prepared in consultation with Meridian;</p> <p>ii) Include details of the consultation undertaken, including measures taken by the Requiring Authority to respond to Meridian's comments and feedback;</p> <p>iii) Describe the details of the on-going access arrangements, including for over-dimensional loads, and as required by Condition 9(e)(vi) to accommodate Meridian's operation, maintenance and upgrade requirements;</p>	-

CONSTRUCTION CONDITIONS (TARARUA DISTRICT ONLY)		REASON FOR MODIFICATION
	<ul style="list-style-type: none"> iv) Describe the details of management of construction traffic within the wind farm; v) Describe measures to protect underground infrastructure, as required by Condition 9(e)(iv); vi) Include technical, engineering and geotechnical advice from suitably qualified and experienced person(s) in relation to the impact of the enabling or construction works activities on the safe and efficient operation of a turbine where: <ul style="list-style-type: none"> A) enabling or construction works activities (other than for the relocation of underground infrastructure and wind farm accesses) are within 160 metres of a turbine location shown on the plan marked "Drawing No. 1 (Rev 3) General Site Plan With Topo Information" (referenced in the resource consent granted on 3 September 2003) except that in the case of turbines A11, A12 and A13 (now known as TAP01, TAP02, and TAP03) this distance is limited to 60m when closer to Ashhurst; and B) that turbine is not removed as part of the Project; vii) Confirm compliance with NZECP 34:2001; viii) Set out details of site management and security; ix) Describe arrangements for wind farm site inductions and contractor training, including Meridian's involvement in that training; and x) Confirm measures to manage the effects of dust that may damage the turbines, substation or overhead electricity transmission lines. 	
T2	<p>National Grid Management Plan</p> <ul style="list-style-type: none"> a) Prior to any construction works, or enabling works, being undertaken in the vicinity of the Mangamaire – Woodville A 110kV transmission line, the Requiring Authority must prepare a National Grid Management Plan. b) The objective of the National Grid Management Plan is to avoid, remedy or mitigate the potential effects of the Project on the operation and maintenance of the Mangamaire – Woodville A 110kV transmission line. c) The NGMP must, as a minimum: <ul style="list-style-type: none"> i) Be prepared in consultation with TPR; ii) Include details of the consultation undertaken, including measures taken by the Requiring Authority to respond to TPR's comments and feedback; iii) Demonstrate how construction works and associated activities are designed and undertaken to comply with NZECP 34:2001; iv) Establish a specific height for clearance over a State highway, if necessary; v) Describe the details of the on-going access arrangements as required by Condition 9(e)(vi); vi) Develop measures to control induced and transferred voltages and earth potential rise where conductive material is within 8 metres of the transmission line support structures; vii) Confirm procedures set out for the management of construction vibration included in the Construction Noise and Vibration Management Plan required by Condition 28); viii) Identify areas where additional management measures are necessary such as fencing or hurdles; ix) Confirm timing for any outage that may be necessary; x) Confirm measures to manage the effects of dust that may damage the National Grid transmission lines; and xi) Confirm details of contractor training, and TPR's involvement in that training, for those working within 8 metres of the transmission line support structures or within the maximum extent of conductor swing (at maximum operating temperature). 	-

Ballantrae Hill Country Research Station

T3.

Ballantrae Research Station and Fertiliser Trial Management Plan

- a) ~~Except where AgResearch provides written approval:~~
- i) ~~The land occupied for the purposes of construction must not:~~
- A. ~~exceed a maximum area of 4.8 hectares on the long-term fertiliser and grazing systems trial;~~
- B. ~~reduce the number of frame sites on the long-term fertiliser and grazing systems trial by more than 15; and~~
- C. ~~reduce that area of a farmlet that makes up the trial ((as shown on the plan included as Attachment A to the statement of evidence of Dr David Horne dated 8 March 2019) by more than 26%.~~
- ii) ~~The road construction footprint (inclusive of a 10-metre buffer from the edge of any cut or fill) must avoid existing frame sites and must be minimised as far as reasonably practicable within the Pylon East (Big Hill) (HFHF - High Fertiliser High Fertiliser) farmlet as shown on Figure 1 of the Statement of evidence of Alec Donald Mackay of AgResearch Ltd dated 15 March 2019, unless AgResearch provides written approval for the footprint to impinge on that farmlet.~~
- b)iii) ~~Where the The road construction footprint (inclusive of a 10-metre buffer from the edge of any cut or fill) traverses Ballantrae Station as shown on Land Requirement Plans LR-06 and FLR-07 dated October 2018 it must be positioned in a manner that minimises as far as is reasonably practicable the elimination of existing frame sites (permanent field measurement sampling sites) located within the Pylon East (HFNF - High Fertiliser No Fertiliser); Pylon West (LFLF – Low Fertiliser Low Fertiliser) and Pylon Centre (LFNF – Low Fertiliser No Fertiliser) farmlets as shown on Figure 1 of the Statement of evidence of Alec Donald Mackay of AgResearch Ltd dated 15 March 2019, unless AgResearch provides written approval for existing frame sites to be eliminated.~~
- e)iv) ~~There must be no spoil sites or large-scale erosion and sediment control structures (such as sediment settling ponds or wetlands) located outside of the road construction footprint within the farmlets referenced in clause (iia) and (iiib) above, as shown on Figure 1 of the Statement of evidence of Alec Donald Mackay of AgResearch Ltd dated 15 March 2019, unless AgResearch Ltd provides written approval for them to be located outside the road construction footprint.~~
- bd) ~~Prior to undertaking any enabling or construction works activities within the Ballantrae Station site, the Requiring Authority must prepare a Ballantrae Research Station and Fertiliser Trial Management Plan in consultation with AgResearch Ltd.~~
- ce) ~~The objective of the Ballantrae Research Station and Fertiliser Trial Management Plan is to give effect to Conditions (a) to (e) above and to further avoid, remedy or mitigate the potential adverse effects of the Project on Ballantrae Station’s farming operations and the current long-term fertiliser and grazing trial.~~
- df) ~~The Ballantrae Research Station and Fertiliser Trial Management Plan must, as a minimum:~~
- i) ~~Delineate the road construction footprint within the Station;~~
- ii) ~~Where practicable, provide for the reinstatement of all eliminated frame sites in a suitable alternative location;~~
- iii) ~~Set out the measures to be implemented to maintain stock water, site access and the ability to move stock within and between farmlets during, and following, the completion of enabling or construction works;~~
- iv) ~~Set out measures to be implemented to manage construction noise to minimise disruption to grazing stock;~~

Refer to the decision letter.

CONSTRUCTION CONDITIONS (TARARUA DISTRICT ONLY)		REASON FOR MODIFICATION
	<p>v) Set out measures to be implemented to minimise dust from enabling and construction works impacting on the long-term fertiliser and grazing trial farmlets;</p> <p>vi) Set out site security and safety measures that minimise the risk of stock rustling and manage risks to farm staff as a result of enabling or construction works activities;</p> <p>vii) Document a monitoring programme that:</p> <p>A) obtains soil and pasture attribute data from all 72 existing frame sites to provide a 2019 data baseline that is comparable to historical monitoring data from those frame sites;</p> <p>B) obtains annually soil and pasture attribute data that is comparable to historical monitoring data from all frame sites that will remain post-road construction, both during construction and for five years following the completion of construction works, to enable the effects of the operation of the road to be assessed.</p> <p>eg) The Requiring Authority must undertake (or engage AgResearch to undertake) the monitoring programme required under Condition T3(df)(vii) above and provide the results to AgResearch on an annual basis.</p> <p><u>f) The Requiring Authority must confirm the administration arrangements for future research activities that support and maintain the on-going research outcomes of the long-term fertiliser and grazing systems trial, or other research outcomes (including as identified by any survey required by clause (g)) with such research activities continuing for a minimum of 5 years following the completion of construction (unless AgResearch decides to discontinue such research activities at an earlier date).</u></p> <p>gh) The Requiring Authority must undertake (or engage AgResearch to undertake) a survey of a statistically significant representative group of North Island hill country sheep and beef farmers to determine that sector's future soil attribute, pasture production and farm sustainability research priorities so as to enable AgResearch Ltd to determine what form of replacement research site would be appropriate in the event of a suitably qualified and experienced expert engaged by the Requiring Authority determining that the long term fertiliser trial at Ballantrae Station ceases to be viable on a farming system basis as a result of the new road's construction.</p> <p>hi) The survey under <u>clause (g)(h)</u> must be designed in collaboration with AgResearch Ltd and must be undertaken and the results documented in a report that is provided to AgResearch Ltd prior to the opening of the new road.</p>	
QEII National Trust Open Space Covenants		
T4.	<p>Outline Plan – QEII National Trust open space covenants</p> <p>a) Where an Outline Plan(s) describes works within the areas subject to QEII Trust open space covenants (shown on Plan C-06 dated October 2018), the Requiring Authority must consult with the QEII National Trust for the purpose of designing and constructing the Project to avoid impacts where possible and, where avoidance is not possible, minimise impacts, as far as practicable, on the QEII Trust open space values of the area subject to the covenant.</p> <p>b) As a minimum, the Outline Plan must:</p> <p>i) set out details of the consultation undertaken under clause (a) and any measures taken by the Requiring Authority to respond to matters raised;</p> <p>ii) demonstrate how the extent of enabling or construction works on the site is limited (including by Condition 9(e)) in order to avoid, or minimise as far as practicable, impacts on the QEII Trust open space values; and</p> <p>iii) describe any restoration that may be proposed (including as part of the Landscape Management Plan required by Condition 17 or the Ecological Management Plan required by Condition 24).</p>	-

OPERATIONAL CONDITIONS (APPLYING AS RELEVANT WITHIN EACH DISTRICT)		REASON FOR MODIFICATION
Noise and property		
4041.	Road surfacing a) Prior to the opening of the new road, a low noise road surface must be laid on: i) State Highway 3 Napier Road between Cambridge Avenue and the Manawatū River; and ii) Vogel Street in Woodville; and iii) The main alignment from the eastern roundabout extending at least 2.0 kilometres to the west of the roundabout; or iv) Instead of (iii) concrete barriers must be provided in order to control sound levels at the dwellings at 49807 State Highway 3 and 75 Hope Road, Woodville existing on 31 October 2018.	The Condition is renumbered as a consequence of the deletion of Condition 39.
4142.	Traffic separation a) Traffic lanes of the roundabouts must be more than 100 metres from dwellings existing on 31 October 2018; and b) Traffic lanes must be more than 200 metres from the dwellings at 49807 State Highway 3 and 75 Hope Road, Woodville existing on 31 October 2018.	The Condition is renumbered as a consequence of the deletion of Condition 39.
4243.	Lot 2 DP 351133 landscaping Within 12 months of the opening of the new road, the Requiring Authority must consult with the owners of Lot 2 DP 351133 to develop and implement a plan for planting along the southern boundary of this property to screen views of the road.	The Condition is renumbered as a consequence of the deletion of Condition 39.
4344.	Post-construction review a) Within 12 months of the opening of the new road, the Requiring Authority must undertake a post-construction review in accordance with the NZTA's 'Specification for Noise Mitigation' (NZTA P40:2014) that includes: i) noise modelling; ii) site inspection of road surfaces or concrete barriers provided by Condition 4041 ; and iii) noise measurements at the PPFs located at 49807 State Highway 3, 49846 State Highway 3, 75 Hope Road, Woodville and 1213 Fitzherbert East Road, Ashhurst to verify the acoustics model, subject to access being provided. b) If the post-construction review concludes that the sound levels exceed the NZS 6806:2010 'Acoustics – Road-traffic noise – New and altered road' Category A criteria for new roads (at 49807 State Highway 3 and 75 Hope Road) and altered roads (at 49846 State Highway 3 and 1213 Fitzherbert East Road, Ashhurst), the Requiring Authority must, in consultation with the respective property owners, provide further noise mitigation to reduce noise levels to meet the Category A criteria (subject to reasonable access to allow any mitigation to be implemented). c) The noise modelling and the details of any mitigation must be provided to the Council(s).	The Condition is renumbered (and is modified to correct a cross-reference) as a consequence of the deletion of Condition 39.
Lighting		
4445.	Operational lighting Lighting must be designed, maintained and operated to comply with AS/NZS 1158 <i>Lighting for Roads and Public Spaces</i> .	The Condition is renumbered as a consequence of the deletion of Condition 39.
Network Utilities and Infrastructure		
4546.	Written consent under section 176 of the RMA - Te Āpiti Wind Farm The Requiring Authority must not require Meridian to seek written consent under section 176 of the RMA for work that can occur in accordance with the resource consent for the Te Āpiti wind farm (dated 3 September 2003) where that work does not encroach on, or impact on, the construction or operation of the State highway. To the extent that written approval is required, this Condition constitutes written approval.	The Condition is renumbered as a consequence of the deletion of Condition 39.

OPERATIONAL CONDITIONS (APPLYING AS RELEVANT WITHIN EACH DISTRICT)		REASON FOR MODIFICATION
Ongoing monitoring and management		
4647.	<p><u>Ongoing monitoring and management</u></p> <p>a) Notwithstanding Condition 6, any monitoring and management measures required by the following management plans must remain in place once construction of the Project is complete:</p> <ul style="list-style-type: none"> i) Condition 19 Planting Management Plan; ii) Condition 24 Ecological Management Plan; iii) Condition 30 Tangata Whenua Values Monitoring and Management Plan; iv) Condition PN3 Western Car Park Reinstatement Management Plan; and v) Condition T3 Ballantrae Research Station and Fertiliser Trial Management Plan. 	<p>The Condition is modified to include a heading and renumbered as a consequence of the deletion of Condition 39.</p>

SCHEDULE B

Final, clean set of conditions

Te Ahu a Turanga; Manawatū Tararua Highway – Designation Conditions (Clean Decision Version)

Designation Conditions Index

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Definitions and Abbreviations

ABBREVIATION/TERM/ACRONYM	TERM/DEFINITION
AgResearch	AgResearch Limited
BS	British Standard
Construction	Activities undertaken to construct the Project, excluding enabling works, and including: <ul style="list-style-type: none"> ▪ ground improvement works; ▪ temporary and permanent drainage installation; ▪ bulk earthworks (including cut and fill activities); ▪ bridge and tunnel construction; ▪ pavements and surfacing; ▪ site reinstatement; ▪ landscaping; and ▪ installation of permanent road furniture and ancillary works
Council(s)	Palmerston North City Council, Manawatū District Council or Tararua District Council
Cultural and Environmental Design Framework	Te Ahu a Turanga Cultural and Environmental Design Framework dated April 2019 or as subsequently amended in accordance with Condition 16
dB	Decibel
District Plan	Palmerston North City District Plan, Manawatū District Plan or Tararua District Plan
ECR	Environmental compensation ratio
Enabling works	Preliminary activities, including: <ul style="list-style-type: none"> ▪ pre-construction site investigations (including access for such investigations); ▪ site establishment activities; ▪ site and property access formation; ▪ ecological surveys and any necessary relocations; ▪ any necessary reconfiguration of the Te Āpiti wind farm and other utilities infrastructure; ▪ vegetation removal ancillary to enabling works; ▪ vegetation protection; and ▪ the establishment of erosion and sediment control measures
First Gas	First Gas Limited
Frame site(s)	field research measurement sites at Ballantrae Research Station
ha	Hectares
KRH	KiwiRail Holdings Limited
L _{Aeq(24h)}	Time-average sound level over a twenty-four-hour period, measured in dB
L _{AFmax}	has the same meaning as the ‘maximum A-frequency weighted, F-time weighted sound pressure level’ in New Zealand Standard 6801:2008 Acoustics – Measurement of Environmental Sound
m	Metres
Meridian	Meridian Energy Limited
mm/s	Millimetres per second

ABBREVIATION/TERM/ACRONYM	TERM/DEFINITION
NZECP 34:2001	New Zealand Electrical Code of Practice for Electrical Safe Distances
NZS	New Zealand Standard
NZTA	New Zealand Transport Agency
PPFs	Protected premises and facilities
Project	Te Ahu a Turanga; Manawatū Tararua Highway Project
Project Iwi Partners	Rangitāne o Manawatū, Rangitāne o Tamaki Nui-ā-Rua, Ngāti Kahungunu ki Tāmaki Nui-ā-Rua, Ngāti Raukawa
QEII Trust	Queen Elizabeth the Second National Trust, also known as the QEII National Trust
Reasonable costs	The costs associated with holding a meeting, being venue hire, refreshments, collateral (plans, agendas, minutes and printing), meeting coordination and meeting facilitation
Requiring Authority	has the same meaning as section 166 of the RMA and, in the case of the Designation is NZTA
Responsible Officer	the Chief Executive Officer of each Council or their nominee; or such other person that has been delegated by one or more Council(s) as a Responsible Officer for the purposes of these Designations
RMA	Resource Management Act 1991
Safe shared path	A sealed, contraflow path for pedestrians and cyclists that is separated from the carriageway
TPR	Transpower New Zealand Limited
Western Car Park	The car park situated at the western end of the old Gorge Road that services the Manawatu Gorge Scenic Reserve

CONSTRUCTION CONDITIONS (COMMON TO ALL JURISDICTIONS)

General and Administration

1.	<p>General</p> <p>a) Except as modified by the conditions below, and subject to detailed design and accompanying outline plan(s), the Project must be undertaken in general accordance with the following information provided in ‘Te Ahu a Turanga; Manawatū Tararua Highway Project, Notices of Requirement for Designations’, dated 31 October 2018:</p> <ul style="list-style-type: none"> i) Volume 2: Assessment of Effects on the Environment and Supporting Material Parts A to G; ii) Volume 2: Part J, Appendix Three – Preliminary Design Philosophy Report; iii) Volume 2: Part J, Appendix Four – Bridge and Retaining Wall Design Philosophy Report; iv) Volume 4: Plans and Drawings: <ul style="list-style-type: none"> A) Land Requirement Plans LR-00 to LR-11; B) Designation Plans D-00 to D-10; <p>b) In addition to the matters set out in clause (a), the Project must be undertaken in general accordance with:</p> <ul style="list-style-type: none"> i) The Cultural and Environmental Design Framework; and ii) The NZTA response (dated 15 January 2019) to the Councils’ section 92 request for further information; and <p>c) Where there is inconsistency between the documents listed above and the requirements of these conditions, these conditions prevail.</p>
2.	<p>Compliance with outline plan(s) and management plan(s)</p> <p>a) The Project must be undertaken in accordance with any:</p> <ul style="list-style-type: none"> i) Approved Outline Plan(s); and ii) Management plan(s) required by Conditions 11, 14, 17, 19, 20, 21, 22, 23, 24, 28, 29, 30, 34, PN2, PN3, T1, T2 and T3.
3.	<p>Ecological Management Plan certification process</p> <p>a) The Ecological Management Plan must be submitted to the Responsible Officer of the respective Council in electronic and hard copy form for certification at least 40 working days prior to the commencement of the works to which the Plan relates. The certification process must be confined to confirming that the Plan adequately gives effect to the relevant condition(s).</p> <p>b) Subject to (c), (e) and (f) below, works to which the Ecological Management Plan relates must not commence until the Requiring Authority has received written certification from the Responsible Officer(s).</p> <p>c) If the Requiring Authority has not received a response from the Responsible Officer(s) within 20 working days of the date of submission under (a) above, the management plan must be deemed to be certified.</p>

CONSTRUCTION CONDITIONS (COMMON TO ALL JURISDICTIONS)

	<p>d) If the Responsible Officer(s) response is that they are not able to certify the Ecological Management Plan they must provide the Requiring Authority with reasons and recommendations for changes to the Plan in writing. The Requiring Authority must consider any reasons and recommendations of the Responsible Officer(s) and resubmit an amended Ecological Management Plan for certification.</p> <p>e) If the Requiring Authority has not received a response from the Responsible Officer(s) within 5 working days of the date of resubmission under (d) above, the Ecological Management Plan must be deemed to be certified.</p> <p>f) If the Responsible Officer(s) response is that they are still not able to certify the resubmitted Ecological Management Plan then the Requiring Authority must nevertheless include the resubmitted Plan in the Construction Environment Management Plan (Condition 14) and the relevant outline plan (Condition 9), with a notation that certification of the Ecological Management Plan has not occurred.</p>
4.	Amendments to certified Ecological Management Plan <p>a) In addition to minor amendments that may be made to a certified Ecological Management Plan under Condition 9(d), the certified Ecological Management Plan may also be amended at the request of the Requiring Authority at any time.</p> <p>b) Subject to (c), (e) and (f) below, works to which the amended Ecological Management Plan relate must not proceed until the Requiring Authority has received written certification of the amended Plan from the Responsible Officer(s).</p> <p>c) If the Requiring Authority has not received a response from the Responsible Officer(s) within 10 working days of the date of request under (a) above, the amended Ecological Management Plan must be deemed to be certified.</p> <p>d) If the Responsible Officer(s) response is that they are not able to certify the amended Ecological Management Plan they must provide the Requiring Authority with reasons and recommendations for changes to the Plan in writing. The Requiring Authority must consider the reasons and recommendations and resubmit an amended Ecological Management Plan for certification.</p> <p>e) If the Requiring Authority has not received a response from the Responsible Officer(s) within 5 working days of the date of resubmission under (d) above, the amended Ecological Management Plan must be deemed to be certified.</p> <p>f) If the Responsible Officer(s) response is that they are still not able to certify the resubmitted Ecological Management Plan then the Requiring Authority must include the resubmitted Ecological Management Plan in a further outline plan, with a notation that certification of the amended Ecological Management Plan has not occurred.</p>
5.	Post-construction review of designation width <p>a) As soon as practicable following completion of construction of the Project, the Requiring Authority must:</p> <ol style="list-style-type: none">i) Review the width of the area designated for the Project;ii) Identify any areas of designated land that are no longer necessary for the on-going operation or maintenance of the State Highway; or for on-going mitigation, offsetting, or compensation measures required to address adverse effects of the Project, including the Ramarama Protection Area identified on Figure B in the Statement of Evidence of Dr Adam Forbes (dated 8 March 2019); andiii) Give notice to the Council(s) in accordance with section 182 of the RMA that those parts of the designation identified in (ii) above are no longer wanted.
6.	Post-construction removal of conditions <p>a) Other than as specified in and required by Condition 46, the following conditions relate to the construction of the Project and only apply to construction activities and once construction of the Project is complete, they will no longer apply and can be removed as part of any subsequent District Plan review or change:</p> <ol style="list-style-type: none">i) Conditions 8 to 39;ii) Conditions M1 and M2;iii) Conditions PN1, PN2 and PN3; andiv) Conditions T1, T2, T3 and T4. <p>b) For the avoidance of doubt, none of these conditions prevent or apply to works required for the ongoing operation or maintenance of the State Highway within the designation where the provisions of section 176A of the RMA apply.</p>
7.	Lapse period <p>The designation shall lapse if not given effect to within 10 years from the date on which it is included in a District Plan under section 175 of the RMA.</p>

CONSTRUCTION CONDITIONS (COMMON TO ALL JURISDICTIONS)**Outline plan(s)****8. Outline plan(s) (enabling works)**

- a) An outline plan(s) must be prepared and submitted to the relevant Council in accordance with section 176A of the RMA for enabling works that are not otherwise a permitted activity pursuant to the relevant District Plan (unless the requirement is waived by the Council).
- b) In addition to the matters required by section 176A(3) of the RMA, the outline plan(s) must, to the extent that those matters are relevant to enabling works, demonstrate how the following are achieved:
 - i) The matters in Condition 9(e);
 - ii) Where relevant, compliance with the following conditions:
 - A) condition PN1: Outline plan – Parahaki Island;
 - B) condition M1: Outline plan – Tararua High Pressure Gas Transmission Pipeline;
 - C) condition M2: Outline plan – Palmerston North to Gisborne Rail Corridor;
 - D) condition T4: Outline plan – QEII National Trust open space covenants.
- c) The outline plan(s) (enabling works) is not required to include:
 - i) Details of reinstatement of any non-permanent works if that matter will be or is addressed in any Outline Plan(s) (construction works); and
 - ii) The management plans required by Conditions 11, 14, 17, 19, 20, 21, 22, 23, 24, 28, 29, 30, 34, PN2, PN3, T1, T2 and T3.

9. Outline plan(s) (construction works)

- a) An outline plan(s) must be prepared and submitted to the relevant Council in accordance with section 176A of the RMA.
- b) The outline plan(s) may be submitted for the entire Project or for one or more stages, aspects, sections or locations of works.
- c) The following must be included in each outline plan(s) as relevant to the particular design or construction matters being addressed:
 - i) A Communications Management Plan (Condition 11);
 - ii) A Construction Environmental Management Plan (Condition 14);
 - iii) A Landscape Management Plan (Condition 17);
 - iv) An Ecological Management Plan (Condition 24) which must include:
 - A) a Planting Management Plan (Condition 19);
 - B) a Lizard Management Plan (Condition 20);
 - C) a Bat Management Plan (Condition 21);
 - D) an Avifauna Management Plan (Condition 22);
 - E) a Terrestrial Invertebrates Management Plan (Condition 23);
 - v) A Construction Noise and Vibration Management Plan (Condition 28);
 - vi) A Construction Traffic Management Plan (Condition 29);
 - vii) A Tangata Whenua Values Monitoring and Management Plan (Condition 30);
 - viii) A Network Integration Plan (Condition 34);
 - ix) A Western Car Park Construction Management Plan (Condition PN2);
 - x) A Western Car Park Reinstatement Management Plan (Condition PN3);
 - xi) A Te Āpiti Wind Farm Management Plan (Condition T1);
 - xii) A National Grid Management Plan (Condition T2);
 - xiii) A Ballantrae Research Station and Fertiliser Trial Management Plan (Condition T3);
 - xiv) Details of reinstatement and remediation works, including temporary and enabling works not covered by any other management plan or condition;
 - xv) The location and design of the shared path (Condition 36);
 - xvi) A Cultural and Environmental Design Framework design review completed in accordance with Condition 16.
- d) The documents and plans referred to in clause (c) above may be amended to provide updated information or reflect changes in design, construction methods or the management of effects without the need for a further outline plan where:
 - i) The amendment proposed is provided in writing to the Council(s); and either
 - ii) The amendment is in general accordance with the outcome described in the original document or the purpose of the original plan, or
 - iii) The amendment is required to give effect to an amendment to the Cultural and Environmental Design Framework, other than where Condition 16(g) applies.

CONSTRUCTION CONDITIONS (COMMON TO ALL JURISDICTIONS)

- e) In addition to the matters required by section 176A(3) of the RMA, the outline plan(s) must demonstrate how the following are achieved:
- i) That the maximum length of the following streams (shown on Drawing C-10) permanently disturbed by diversion or other physical modifications is minimised as far as practicable and does not exceed:
 - A) QEII Trust west (stem 7A): 350m in total;
 - B) QEII Trust east (stems 6A, 6B and 6C): 460m in total.
 - ii) That physical works within the Ramarama Protection Area identified on Figure B in the Statement of Evidence of Dr Forbes dated 8 March 2019 are restricted to restoration planting;
 - iii) That the area of indigenous vegetation or exotic-dominated seepage wetlands removed does not exceed the maximum areas of vegetation or habitat able to be removed provided for in Table 1: Vegetation Removal and Replacement in Condition 18;
 - iv) That in addition to the specific matters addressed in Conditions 34, M1, M2, T1 and T2, the scope, location and timing of works to relocate network utilities and any measures necessary to provide for the identification of, safety and protection of network utilities (in consultation with the network utility operator/Council);
 - v) That except where Meridian provides written consent, the Project must not result in the removal of more than two turbines from the Te Āpiti wind farm;
 - vi) The maintenance of permanent access to existing and relocated network utilities and Te Āpiti wind farm turbines (where the turbines are retained), including reasonable and emergency access during construction of the Project;
 - vii) That the design of the new bridge over the Manawatū River includes a shared pathway required by Condition 36 that also connects to the Manawatū Gorge Scenic Reserve (on the northern bank of the Manawatū River), subject to land availability;
 - viii) Where relevant, compliance with the following conditions:
 - A) Condition PN1: Outline plan – Parahaki Island;
 - B) Condition M1: Outline plan – Tararua High Pressure Gas Transmission Pipeline;
 - C) Condition M2: Outline plan – Palmerston North to Gisborne Rail Corridor;
 - D) Condition T4: Outline plan – QEII National Trust open space covenants.

Engagement and Participation

10. Community Liaison Person

- a) As soon as practicable, a Community Liaison Person must be appointed by the Requiring Authority as the main and readily accessible point of contact for persons affected by enabling or construction works for the duration of the enabling or construction phase of the Project.
- b) The Community Liaison Person is to be available by telephone during reasonable hours per day (for example, 6am to 10pm), seven days per week, determined in consultation with the Community Liaison Group.
- c) If the Community Liaison Person is not available for any reason, an alternative person must be nominated.
- d) The Requiring Authority must take appropriate steps to advise the Community Liaison Person's name, telephone and email contact details, so that all members of the community can access the contact details.

11. Communications Management Plan

- a) As soon as practicable, and prior to the commencement of construction work activities, the Requiring Authority must prepare a Communications Management Plan that sets out procedures detailing how the public, stakeholders and residents will be communicated with throughout the enabling or construction work activities.
- b) The objective of the Communications Management Plan shall be to ensure that potentially affected parties are communicated with about ongoing design and enabling or construction management activities.
- c) As a minimum, the Communications Management Plan must include:
 - i) Details of the Community Liaison Person (Condition 10), including the ways in which their contact details will be found, such as on the Project website and at site access points.
 - ii) A list of stakeholders, organisations, businesses and residents who will be communicated with.
 - iii) Topics of communication, including but not limited to:
 - A) proposed hours of enabling or construction work activities where these are outside of normal working hours or on weekends or public holidays, including night-time heavy vehicle movements;
 - B) proposed routes for enabling or construction vehicles, including the total number of vehicles, proportion of heavy vehicles and the times of day these routes will be used;
 - C) methods to deal with concerns raised;

CONSTRUCTION CONDITIONS (COMMON TO ALL JURISDICTIONS)

- D) methods to provide early notification to businesses of enabling or construction work activities, particularly any such activities that will or may impact on Saddle Road (and use of Saddle Road for traffic);
- E) methods to communicate on any temporary traffic management measures, including disruption of, or changes to, pedestrian and cycling routes and the reinstatement of those routes disrupted by closure of State Highway 3 through Manawatū Gorge (such as the Saddle Road/Pahiatua cycleway route);
- F) methods to communicate on any disruption of, or changes to, access to the Manawatū Gorge Scenic Reserve walkways (and/or the Western Car Park during enabling or construction works);
- G) general conceptual design matters including but not limited to landscaping, rest areas, viewing points, and the shared path;
- H) progress of any enabling or construction works in comparison to key project milestones and completion dates; and
- I) details of communication activities proposed including:
 - 1. details of a Project website for providing information to the public, publication of newsletters (or similar), and proposed newsletter delivery areas;
 - 2. information days, open days or other mechanisms to facilitate community engagement;
 - 3. newspaper advertising; and
 - 4. notification and consultation with road user groups, business owners and operators and individual property owners and occupiers with premises/dwellings within 100 metres of active enabling or construction works activities, and for all businesses, pre-schools and schools in Woodville and Ashhurst.

12. Community Liaison Group

- a) As soon as practicable, but no later than 30 working days prior to the completion of either a Construction Environment Management Plan (Condition 14) or a Western Car Park Construction Management Plan (Condition PN2) the Requiring Authority must establish a Community Liaison Group to allow sufficient opportunity for consultation.
- b) The purpose of the Community Liaison Group is to:
 - i) enable the Requiring Authority to share information and, except for B), provide opportunity for the Community Liaison Group to comment on:
 - A) detailed design, including planned landscaping, mitigation works (including offset, compensation and replacement planting) and enabling or construction works environmental management (particularly construction traffic);
 - B) key project milestones;
 - C) rest areas or viewing points that are integrated with the Project;
 - D) opportunities to integrate the Project design with public access / walkway opportunities including to areas such as the Manawatū Gorge;
 - E) provision of pedestrian access across the new Manawatū River bridge to provide views to the Manawatū Gorge;
 - F) the design of the walking and cycling facilities required by Conditions 35, 36, 37 and 38;
 - G) the Landscape Management Plan, the Construction Traffic Management Plan and the Western Car Park Reinstatement Management Plan;
 - ii) report on and respond to concerns and issues raised in relation to enabling or construction works, particularly in respect of the existing local roads such as Saddle Road and Pahiatua Track; and
 - iii) provide a forum to assist the Requiring Authority to monitor any effects on the community arising from enabling or construction works.
- c) The Community Liaison Group, once established, must hold meetings at least once every three months throughout the enabling and construction works period and up to twelve months following completion of construction works so that on-going monitoring information can be shared, discussed and responded to (noting that the Group may decide to meet less frequently or may be discontinued earlier at the agreement of the majority of non-Project participants, that is the majority of members not including the Project Liaison Person, Requiring Authority representatives and the enabling or construction works contractor).
- d) In addition to the Project Liaison Person and representatives of the Requiring Authority and the enabling or construction works contractor, the Requiring Authority will invite representatives of the following entities (at least) to be members of the Community Liaison Group:
 - i) Ashhurst community (at least 3) and Woodville community (at least 3), Dannevirke (1), Palmerston North (1) – noting for accessibility it may be appropriate for the groups to meet separately in Woodville and Ashhurst;

CONSTRUCTION CONDITIONS (COMMON TO ALL JURISDICTIONS)

- ii) Local schools, including Ashhurst School, Te Kōhanga Reo o Atawhai, Woodville School, and Learning Adventures;
 - iii) The Councils;
 - iv) The Manawatū Whanganui Regional Council;
 - v) The Department of Conservation;
 - vi) Project Iwi Partners;
 - vii) Mr Tom Shannon;
 - viii) Manawatū River Source to Sea; and
 - ix) Road user group representatives, including accessibility, cycling and walking group representatives.
- e) The Requiring Authority must prepare an agenda and record minutes for each meeting.
- f) The Requiring Authority must maintain a record of issues raised by the Community Liaison Group and the Requiring Authority's response to those issues (including reasons in circumstances where no action is taken).
- g) The Requiring Authority must meet all reasonable costs associated with resourcing the Community Liaison Group.

13. Complaints management

- a) At all times during enabling or construction works, the Requiring Authority must maintain a permanent register of any public or stakeholder complaints received in relation to adverse effects of the enabling or construction works for the Project.
- b) The register must include:
- i) The name and contact details (if supplied) of the complainant;
 - ii) The nature and details of the complaint;
 - iii) Location, date and time of the complaint and the alleged event giving rise to the complaint;
 - iv) The weather conditions at the time of the complaint (as far as practicable), including wind direction;
 - v) Other activities in the area, unrelated to the Project, that may have contributed to the complaint;
 - vi) The outcome of the Requiring Authority's investigation into the complaint; and
 - vii) A description of any measures taken to respond to the complaint.
- c) The Requiring Authority must respond to the complainant as soon as reasonably practicable, as appropriate to the urgency of the circumstances, and within 10 working days at the latest.

Construction Management**14. Construction Environmental Management Plan**

- a) As soon as practicable, and prior to the commencement of construction works, the Requiring Authority must prepare a Construction Environmental Management Plan.
- b) The objective of the Construction Environmental Management Plan is to set out measures that must be implemented to comply with the designation conditions to appropriately remedy or mitigate any adverse effects of enabling or construction work activities.
- c) The Construction Environmental Management Plan must accompany any relevant outline plan prepared in accordance with Condition 9 and also include the following suite of management plans where they address works that are the subject of the outline plan(s):
- i) Communications Management Plan in accordance with Condition 11;
 - ii) Landscape Management Plan prepared in accordance with Condition 17;
 - iii) Ecological Management Plan prepared in accordance with Condition 24;
 - iv) Construction Noise and Vibration Management Plan prepared in accordance with Condition 28;
 - v) Construction Traffic Management Plan prepared in accordance with Condition 29;
 - vi) Tangata Whenua Values Monitoring and Management Plan prepared in accordance with Condition 30;
 - vii) Western Car Park Construction Management Plan prepared in accordance with Condition PN2; and
 - viii) Western Car Park Reinstatement Management Plan prepared in accordance with Condition PN3.
- d) The Construction Environmental Management Plan must include (as a minimum):
- i) the roles and responsibilities of staff and contractors;
 - ii) The environmental outcomes anticipated by:
 - A) the Requiring Authority's 'Environmental and Social Responsibility Policy' (2011) and relevant regional and district plan rules and associated performance standards and conditions (including those imposed by other authorisations or permissions),
 - B) the Cultural and Environmental Design Framework; and
 - C) relevant performance standards and conditions of the designation.
 - iii) A description of the Project including:

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	<ul style="list-style-type: none"> A) the enabling and construction works programmes and staging approach; B) enabling and construction works methodologies; C) a detailed site layout; D) the design and management specifications for all earthworks on-site, including disposal sites and their location; E) the design of temporary lighting for enabling and construction works and construction support areas; F) the approach to the management of enabling and construction works waste, taking into account the waste management hierarchy to reduce, re-use, recycle and recover, along with responsible disposal of residual waste; iv) a description of training requirements for all site personnel (including employees, sub- contractors and visitors); v) environmental incident and emergency management procedures; vi) environmental complaints management measures; vii) compliance monitoring, environmental reporting and environmental auditing, including a requirement to provide the results or outcomes of monitoring, reporting and auditing to the Responsible Officer(s); viii) the details for emergency contact personnel who must be contactable 24 hours, 7 days a week; ix) site security arrangements; x) an accidental discovery protocol, where required by and in accordance with Condition 31; xi) a requirement for a copy of the Construction Environmental Management Plan to be held at all site offices; xii) methods for amending, augmenting and updating the Construction Environmental Management Plan; and e) The Construction Environmental Management Plan must be updated to incorporate any requirements of Regional Council resource consents.
<p>15.</p>	<p>Erosion and sediment control measures</p> <ul style="list-style-type: none"> a) All erosion and sediment control measures must be designed, constructed and maintained in accordance with Auckland Council GD05 “<i>Erosion and Sediment Control Guide for Land Disturbing Activities in the Auckland Region</i>”, June 2016 (GD05) or any subsequent revisions of that document unless: <ul style="list-style-type: none"> i) land disturbance and associated discharges are permitted by a rule(s) in the One Plan; or ii) the erosion and sediment control measures for the Project are designed, constructed and maintained in accordance with resource consent(s) granted by the Manawātū Whanganui Regional Council.
<p>Landscape, Visual Amenity and Natural Character</p>	
<p>16.</p>	<p>Cultural and Environmental Design Framework</p> <ul style="list-style-type: none"> a) The detailed design of the Project must achieve the corridor design principles and emerging design outcomes contained in the Cultural and Environmental Design Framework. b) Any management plan required by conditions of this designation, or outline plan prepared and submitted in accordance with section 176A of the RMA, must demonstrate compliance with (a) through the completion of the ‘design review template’ (attached as Appendix B to the Cultural and Environmental Design Framework). c) Subject to (d) below, the Cultural and Environmental Design Framework may be amended to take into account the outcomes of consultation with Project Iwi Partners, the Department of Conservation, the Councils, the Manawatu-Whanganui Regional Council, the QEII National Trust, the Te Āpiti Manawatu Gorge Governance Group, the Community Liaison Group, affected network utility providers, Meridian, and AgResearch. d) Sections 1.5 ‘Iwi Crown Partnership and Treaty of Waitangi Settlements’; 2.1 ‘Tangata Whenua Principles’; Appendix A.2 ‘Cultural Values and Narratives’; and Appendix A.3 ‘Sites of Significance to Tangata Whenua’ of the Cultural and Environmental Design Framework may be amended, including to incorporate outcomes of cultural management and monitoring activities undertaken in accordance with Tangata Whenua Values Monitoring and Management Plan required by Condition 30, if the amendment: <ul style="list-style-type: none"> i) is an agreed outcome of consultation with Project Iwi Partners; and ii) does not delete content of the Cultural and Environmental Design Framework. e) In the event that agreement to amend the Cultural and Environmental Design Framework as provided in (d)(i) above is not obtained with the Project Iwi Partner(s) then the April 2019 version of the Cultural and Environmental Design Framework applies.

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	<p>f) If the Cultural and Environmental Design Framework is amended in accordance with (c) or (d) above, a copy of the amended Cultural and Environmental Design Framework must be provided to the Responsible Officer of each Council</p> <p>g) If an amendment to the Cultural and Environmental Design Framework would materially affect the content of the certified Ecological Management Plan or an approved outline plan, then an amended Ecological Management Plan must be submitted for certification in accordance with Condition 4 or an amended outline plan must be submitted for approval in accordance with Condition 9.</p>
17.	<p>Landscape Management Plan</p> <p>a) The objective of the Landscape Management Plan is to address the potential adverse effects of the Project on landscape, visual amenity and natural character values by describing the integration of the Project's permanent works into the surrounding landscape and establishing the requirements for landscape mitigation works and to ensure that planting is completed as soon as is reasonably practicable following the completion of each stage of, or discrete location of, construction works.</p> <p>b) The Landscape Management Plan forms part of the Construction Environmental Management Plan required by Condition 14 and must:</p> <ul style="list-style-type: none">i) be prepared by an independent, suitably qualified and experienced person;ii) have particular regard to the outcomes of consultation with landowners within the Designation, the Project Iwi Partners the Department of Conservation, the Council(s), the Manawatū-Whanganui Regional Council, the QEII National Trust, the Te Āpiti Manawatū Gorge Governance Group, the Community Liaison Group, Meridian, and Manawatū River Source to Sea;iii) As a minimum, the Landscape Management Plan must:<ul style="list-style-type: none">A) describe how permanent works, such as earthworks areas, are integrated into the surrounding landscape and topography, including (but not limited to) the restoration of areas used for temporary work and enabling or construction works yards and the opportunity for the permanent exposure of valuable geological profiles to provide geosites;B) describe and map indigenous vegetation that is to be retained and any proposed new landscape and visual amenity plantings;C) require any proposed new landscape or visual amenity planting to be undertaken as soon as is reasonably practicable following the completion of works and in accordance with the Planting Management Plan required by Condition 19;D) describe proposed planting at 75 Hope Road, developed in consultation with the owners of 75 Hope Road, to screen views of the new road;E) demonstrate:<ul style="list-style-type: none">1. the integration of works and planting required by the Landscape Management Plan with any replacement, offset or compensation planting required by Condition 18;2. opportunities for the planting of stream riparian and wetland margins to restore natural character values.v) Planting required by the Landscape Management Plan within a portion of the Te Āpiti wind farm indicated by property reference numbers 8, 9, 10, 11, and 12 on Land Requirement Plan LR-11 dated October 2018 must:<ul style="list-style-type: none">A) be within the Designation boundary; andB) not exceed a height of 1.5 metres at maturity except where:<ul style="list-style-type: none">1. the planting is for the restoration of areas subject to QEII Trust open space covenants at 31 October 2018 and shown on Plan C-06 dated October 2018 (where the planting is in a similar location and as exists on 31 October 2018 and Meridian is consulted in respect of the species proposed to be planted); or2. the requirements of clauses A) or B) are not met and Meridian provides the Requiring Authority with its written consent to such planting; or3. the planting is within areas of existing vegetation habitat types that are expected to grow higher than 1.5m.
Terrestrial Ecology	
18.	<p>Replacement, offset or compensation planting</p> <p>Replacement, offset or compensation planting must:</p> <p>a) Be provided in accordance with the environmental compensation ratios (ECR) set out in Table 1, or in accordance with an ECR revised pursuant to Condition 24(b)(ii)(l). Where vegetation or habitat removal is less than the maximum area, the minimum area of replacement planting must be calculated by multiplying the slope-corrected area of affected vegetation by the ECR for the relevant ecosystem type.</p>

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Table 1: Vegetation Removal and Replacement

Ecosystem type	Maximum area of vegetation or habitat able to be removed (ha)	ECR	Area of replacement, offset or compensation planting calculated based on the maximum area of vegetation or habitat to be removed (ha)
Secondary broadleaved forests with old-growth signatures	3.07	5	15.35
Old-growth treelands	0.41	5	2.05
Kānuka forests (CH4000 – 4400)	1.00	5	5.00
Kānuka forests (elsewhere)	0.59	5	2.95
Advanced secondary broadleaved forests (CH5600 -5800)	0.50	5	2.50
Advanced secondary broadleaved forests (elsewhere)	0.48	5	2.40
Secondary broadleaved forests and scrublands (CH6100 – 6400)	0.86	3	2.58
Secondary broadleaved forests and scrublands (elsewhere)	15.60	3	46.80
Mānuka and kānuka shrublands (CH6100 – 6400)	1.22	1.5	1.83
Mānuka and kānuka shrublands (elsewhere)	2.82	1.5	4.23
Divaricating shrublands	0.33	3	0.99
Old-growth forests (alluvial)	0.15	12	1.80
Old-growth forests (hill country)	1.00	10	10.00
Raupō dominated seepage wetlands (high value)	0.13	4	0.52
Indigenous-dominated seepage wetlands (moderate value)	1.12	3	3.36
Exotic-dominated seepage wetlands (low value)	2.74	1.5	4.11

- b) Include the planting of swamp maire at the following rates:
- i) 100 swamp maire trees for any existing swamp maire tree affected by more than 10% of live growth pruning as determined by an independent, suitably qualified and experienced arborist;
 - ii) 200 swamp maire trees for any existing swamp maire tree that dies as a result of enabling or construction works activities, as determined by an independent, suitably qualified and experienced arborist.
- c) Include the planting of ramarama at a rate of 1:100 where any ramarama greater than 15 centimetres tall located outside of the Ramarama Protection Area (shown on Figure B in the Statement of Evidence of Dr Forbes dated 8 March 2019) is removed as a result of enabling or construction works activities.
- d) Not be located within a portion of the Te Āpiti wind farm indicated by property reference numbers 8, 9, 10, 11, and 12 on Land Requirement Plan LR-11 dated October 2018 except where:
- i) Meridian provides the Requiring Authority with its written consent to such planting; or
 - ii) The planting is for the restoration of areas subject to QEII Trust open space covenants at 31 October 2018 and shown on Plan C-06 dated October 2018 (where the planting is in a similar location as exists on 31 October 2018 and Meridian and the QEII Trust are consulted in respect of the species proposed to be planted).
- e) The maximum area of exotic dominated seepage wetland able to be removed must be updated to include any additional exotic dominated seepage wetland identified in pre-construction surveys undertaken by the Requiring Authority.
- f) Include plantings additional to those required by (a) to (e) above in order to mitigate edge effects associated with indigenous vegetation removal.

Advice Note: Section 3.2 of the Cultural and Environmental Design Framework deals with the disruption (damage) of indigenous vegetation and habitats.

19. Planting Management Plan

- a) The objective of the Planting Management Plan is to ensure that any planting required by Conditions of this Designation is undertaken in an appropriate manner to facilitate the ongoing survival of those plants.

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	<p>b) The Planting Management Plan forms part of the Ecological Management Plan required by Condition 24 and must:</p> <ul style="list-style-type: none"> i) Be prepared by an independent, suitably qualified and experienced expert (such as an arborist, terrestrial ecologist or landscape architect) in consultation with the Department of Conservation and the Project Iwi Partners; ii) Take into account the outcomes of that consultation with the Department of Conservation and the Project Iwi Partners; iii) Require that all planting to be completed within the three planting seasons following the completion of construction works; iv) Identify areas (including legal boundaries) where planting is to occur including: <ul style="list-style-type: none"> A) where planting is to be staged with reference to the construction works programme; and B) canopy gap planting in retired areas and any areas of edge buffer planting; C) areas for planting required by Conditions 17 and 18; v) Describe where the plants will be eco-sourced from (including species genetic source and propagation methodology); vi) Describe plant species mixes; plant spacing, density and layout; plant size (at time of planting); and planting methods (including ground preparation, mulching and trials); vii) Describe fencing, stock exclusion, or any other physical works necessary to protect planted areas from livestock; viii) Describe the legal arrangements (land purchase, leasing or covenanting) to be entered into to ensure the-planted areas are retained in perpetuity; ix) Include a plant pest management programme that as a minimum targets species that threaten new or replacement plantings, forest regeneration, forest succession, and the regeneration of any retirement areas; x) Include an animal pest management programme to manage possums and rats to achieve and maintain a 5% or better residual trap catch/tracking index score (or equivalent monitoring method); xi) Describe the ongoing maintenance and management of planted areas, including a requirement that over a 5-year period plants that fail to establish are replaced; or in the case of planting required under Condition 18 until 80% canopy cover is achieved; xii) Describe how the potential for bird strike from vehicles using the road will be reduced through plant species selection in proximity of the new road; xiii) Include a species list for divaricating shrubland replacement planting that has a high representation of the indigenous plant genera/species <i>Coprosma rhamnoides</i>, <i>Melicytus</i>, <i>Olearia virgata</i>, <i>Olearia solandri</i>, <i>Muehlenbeckia</i>, <i>Parsonsia</i> and <i>Rubus</i>, (subject to the reasonable availability of those genera/species).
<p>20.</p>	<p>Lizard Management Plan</p> <ul style="list-style-type: none"> a) The objective of the Lizard Management Plan is to avoid, remedy or mitigate the potential adverse effects of the Project on lizards. b) The Lizard Management Plan forms part of the Ecological Management Plan required by Condition 24 and must: <ul style="list-style-type: none"> i) Be prepared by an independent, suitably qualified and experienced ecologist in consultation with the Department of Conservation and the Project Iwi Partners; ii) Take into account the outcomes of any consultation with the Project Iwi Partners-and the Department of Conservation; iii) Describe the methodology for survey, salvage, transfer and release, including the identification of potential habitats for survey and planned and opportunistic relocations; iv) Identify release sites (which may include the Manawatū Gorge Scenic Reserve, subject to permission being granted by the Department of Conservation) and confirm any works necessary to protect such sites from predation or disturbance (when the sites are not in the Manawatū Gorge Scenic Reserve); and v) Be updated to achieve consistency with any authorisation given by the Director-General of Conservation under section 53 of the Wildlife Act 1953 where any such authorisation is required.
<p>21.</p>	<p>Bat Management Plan</p> <ul style="list-style-type: none"> a) The objective of the Bat Management Plan is to avoid, remedy or mitigate the potential adverse effects of the Project on bats. b) The Bat Management Plan forms part of the Ecological Management Plan required by Condition 24 and must: <ul style="list-style-type: none"> i) Be prepared by an independent, suitably qualified and experienced ecologist in consultation with the Department of Conservation and the Project Iwi Partners;

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	<ul style="list-style-type: none">ii) Include procedures for the removal of any bat roosts (including measures to retain and monitor any active roosting site) identified in the Designation;iii) Where necessary, set out an approach to habitat replacement and pest control; andiv) Be updated to achieve consistency with any authorisation given by the Director-General of Conservation under section 53 of the Wildlife Act 1953 where any such authorisation is required.
22.	<p>Avifauna Management Plan</p> <ul style="list-style-type: none">a) The objective of the Avifauna Management Plan is to avoid, remedy or mitigate the potential adverse effects of the Project on avifauna.b) The Avifauna Management Plan forms part of the Ecological Management Plan required by Condition 24 and must:<ul style="list-style-type: none">i) Be prepared by an independent, suitably qualified and experienced ecologist in consultation with the Department of Conservation and the Project Iwi Partners;ii) In the Manawatū River riverbed:<ul style="list-style-type: none">A) describe the measures necessary (prior to the July to March breeding season) to deter black-fronted dotterels and banded dotterels from nesting;B) set out the methodology for a pre-construction survey to identify any nesting dotterels;C) if nesting dotterels are present, in accordance with the NZTA's 'Guidance in relation to New Zealand dotterels on NZTA land' dated November 2012:<ul style="list-style-type: none">1. require the establishment an exclusion area around the nesting area within which works may not be undertaken until nesting activities are completed;-and2. provide for the relocation (by driving away under the supervision of an suitably qualified and experienced person) of the dotterels that are not actively nesting;iii) For any vegetation clearance between the months of September and January in potential whitehead nesting habitats:<ul style="list-style-type: none">A) set out the methodology for a pre-construction survey to identify any nesting whiteheads;B) if nesting whiteheads are present, require the establishment of an exclusion area around the tree containing the nest and immediately adjacent trees within which works may not be undertaken until nesting activities are completed.v) For any clearance or mowing of rank grass between the months of August and March:<ul style="list-style-type: none">A) set out the methodology for a pre-construction survey to identify any nesting pipit;B) if nesting pipit are present, require the establishment of an exclusion area around the nesting area within which works may not be undertaken until nesting activities are completed.vi) Prior to any works occurring in the raupō dominated seepage wetlands, as shown on Designation Plan D-02 dated October 2018, set out the methodology for a pre-construction survey for cryptic bird species. If nesting cryptic bird species are present, require the establishment of an exclusion area around the nesting area within which works may not be undertaken until nesting activities are completed.vii) Minimise disturbance as far as is practicable to the freshwater ponds located between CH9200 and CH9600 in order to maintain possible habitat for Australian coot and New Zealand dabchick.viii) Be updated to achieve consistency with any authorisation given by the Director-General of Conservation under section 53 of the Wildlife Act 1953 where any such authorisation is required.
23.	<p>Terrestrial Invertebrate Management Plan</p> <ul style="list-style-type: none">a) The objective of the Terrestrial Invertebrate Management Plan is to avoid, remedy or mitigate the potential adverse effects of the Project on At-Risk or Threatened terrestrial invertebrates.b) The Terrestrial Invertebrate Management Plan forms part of the Ecological Management Plan required by Condition 24 and must:<ul style="list-style-type: none">i) Be prepared by an independent, suitably qualified and experienced ecologist in consultation with the Department of Conservation and the Project Iwi Partners;ii) Require, prior to the commencement of construction works, pre-construction surveys to determine:<ul style="list-style-type: none">A) invertebrate community composition;B) the presence of 'At Risk' or 'Threatened' taxa (as defined by the Department of Conservation's New Zealand Threat Classification System).iii) Inform any mitigation monitoring and any offsetting or compensation proposed under Condition 24(b) or 24(c);iv) Define the timing and locations of surveys intended to identify the presence of At-Risk or Threatened terrestrial invertebrates (including periods between August and December for <i>Meterana exquisita</i>; periods between April and June for <i>Meterana grandiosa</i>; and shrubland habitats that may support these species);

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- v) Set out the appropriate levels of taxonomic resolution and/or community composition indices to be applied if At-Risk or Threatened terrestrial invertebrates are identified;
- vii) Where the pre-construction surveys detect the presence of 'At-Risk' or 'Threatened' taxa:
 - A) identify the vegetation or habitats that should be avoided in the first instance;
 - B) outline the optimal timing of vegetation clearance based on the 'At-Risk' or 'Threatened' taxa present;
 - C) where appropriate, describe the methods of direct invertebrate management;
 - D) identify areas where measures to manage enabling or construction works activities apply;
 - E) set out approaches to the restoration of invertebrate taxa/community composition in planting and retirement areas required by Conditions 18 and 24, including but not limited to:
 - 1. wood disk stepping stones and long grass corridors;
 - 2. the salvage and transfer of soils, coarse woody material or debris and leaf litter; and
 - 3. detailed measures to create and/or restore habitats for populations of 'At-Risk' or 'Threatened' taxa impacted by the Project;
 - 4. monitoring protocol for populations of 'At-Risk' or 'Threatened' taxa impacted by the Project, where monitoring forms part of the measures determined by Condition 24(b); and
 - 5. biosecurity measures required in carrying out these activities.

24.**Ecological Management Plan**

- a) The Objective of the Ecological Management Plan to address the potential adverse effects of the Project on ecological and biodiversity values.
- b) The Ecological Management Plan must be certified in accordance with Condition 3 and form part of the Construction Environmental Management Plan required by Condition 14. It must:
 - i) Be prepared by an independent, suitably qualified and experienced person(s);
 - ii) As a minimum:
 - A) summarise the terrestrial ecology and biodiversity values and effects of the Project;
 - B) take into account the outcomes of any consultation with the Project Iwi Partners, the Department of Conservation, the Te Āpiti Manawatū Gorge Governance Group and any other party having a direct interest in the land subject to planting required by Condition 18;
 - C) include the Planting, Bat, Lizard, Avifauna, and Terrestrial Invertebrate Management Plans required by Conditions 19, 20, 21, 22 and 23;
 - D) detail how vegetation to be removed will be identified on site;
 - E) set out site staff induction procedures in respect of ecological requirements, including measures to prevent the introduction of pest plants;
 - F) consider opportunities for:
 - 1. the reuse of natural materials and felled trees by the Project Iwi Partners; and
 - 2. community participation in planting;
 - G) provide for the salvage and transfer of soils, coarse woody material or debris and leaf litter for use in areas of replacement and retirement planting;
 - H) confirm the location of any areas to be retired from grazing;
 - I) include a process for any revision of the ECRs contained in Condition 18.
- c) Taking into account the measures to avoid, remedy, mitigate, offset or compensate for adverse ecology effects (including the measures to be undertaken as described in the Ecological Management Plan), the Requiring Authority must, in consultation with the Department of Conservation and the Project Iwi Partners:
 - i) Determine the extent of any further offsetting or compensation necessary to achieve a net indigenous biological diversity gain with reference to the direction given by Policy 13-4 of the One Plan – Part II;
 - ii) Where further offsetting or compensation is necessary, this may include (but not be limited to):
 - A) the retirement of areas (where available) within the areas shown for this purpose on Figure 6.A.9 (in Appendix 6.A to Technical Assessment 6: Terrestrial Ecology), provided additionality can be achieved in those areas;
 - B) the retirement of additional areas in an alternative location, additional offset or compensation planting and/or additional pest management measures;
 - C) funding provided to the Manawatū Gorge Governance Group to undertake activities described in the 'Te Āpiti – Manawatū Gorge Biodiversity Management Plan' dated 8 August 2017 including, but not limited to, items that are consistent with the section 4 of that Plan and the following items listed in section 6.1 of that Plan:
 - 1. weed and animal pest survey and planning;

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2. weed control;
 3. animal control;
 4. monitoring and reporting;
 5. biodiversity enhancement;
 6. landscape level linkages.
- iii) The required offsetting or compensation activities must be managed, where appropriate, in accordance with the management framework set out in the Ecological Management Plan.

25. At risk or threatened flora and fauna discovery protocol

- a) In the event of discovery or any 'At-Risk' or 'Threatened' flora or fauna (as defined by the Department of Conservation's New Zealand Threat Classification System) within the Designation that is not specifically addressed by Conditions 20, 21, 22, 23 or 24, the Requiring Authority must determine a course of action:
- i) Based on the advice of an independent, suitably qualified and experienced ecologist;
 - ii) With reference to the Ecological Management Plan framework; and
 - iii) Taking into account the outcomes of any consultation the Project Iwi Partners and the Department of Conservation.
- b) The Requiring Authority must provide written advice to the Responsible Officer(s) setting out the course of action determined in accordance with clause (a).

Construction Noise and Vibration

26. Limits and assessment – construction noise

All construction works must be designed and conducted to ensure that, as far as practicable, construction noise does not exceed the limits in Table 2. Sound levels must be measured and assessed in accordance with NZS 6803:1999 Acoustics –Construction noise as follows (at occupied dwellings).

Table 2: Construction Noise Limits

Time of week	Time period	L _{Aeq}	L _{Afmax}
Weekdays	0630-0730	55 dB	75 dB
	0730-1800	70 dB	85 dB
	1800-2000	65 dB	80 dB
	2000-0630	45 dB	75 dB
Saturdays	0630-0730	45 dB	75 dB
	0730-1800	70 dB	85 dB
	1800-2000	45 dB	75 dB
	2000-0630	45 dB	75 dB
Sundays and public holidays	0630-0730	45 dB	75 dB
	0730-1800	55 dB	85 dB
	1800-2000	45 dB	75 dB
	2000-0630	45 dB	75 dB

27. Limits and assessment – construction vibration

- a) Construction vibration must, as far as practicable, comply with the criteria in Table 3, where:
- i) Measurement is in accordance with ISO 4866:2010 *Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures*; and
 - ii) BS 5228-2 is British Standard BS 5228-2:2009 *Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration*.

Table 3: Vibration Criteria

Receiver	Location	Details	Category A PPV	Category B PPV
Occupied PPFs	Inside the building	Night 2000h to 0630h	0.3 mm/s	1 mm/s
		Day 0630h to 2000h	1 mm/s	5 mm/s
Other occupied buildings	Inside the building	Day 0630h to 2000h	2 mm/s	5 mm/s
Unoccupied buildings	Building foundation	Vibration transient	5 mm/s	BS 5228-2 Table B.2
		Vibration continuous		50% of BS 5228-2 Table B.2

- b) The Category A construction vibration criteria in the table above must be complied with as far as practicable. If measured or predicted vibration from construction activities exceeds the Category A criteria, an independent, suitably qualified and experienced person must assess and manage construction vibration during those activities. If measured or predicted vibration from construction activities exceeds

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the Category B criteria those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated by an independent, suitably qualified and experienced person.

28. Construction Noise and Vibration Management Plan

- a) As soon as practicable, and prior to the commencement of construction works activities, the Requiring Authority must prepare a Construction Noise and Vibration Management Plan.
- b) The Construction Noise and Vibration Management Plan forms part of the Construction Environmental Management Plan required by Condition 14.
- c) The objective of the Construction Noise and Vibration Management Plan is to demonstrate how compliance with the criteria in Conditions 26 and 27 will be achieved for the duration of construction of the Project.
- d) The Construction Noise and Vibration Management Plan must:
 - i) Be prepared by an independent, suitably qualified and experienced person and in general accordance with the requirements of Annex E2 of NZS 6803:1999;
 - ii) Include, as a minimum:
 - A) a description of the likely construction noise and vibration emissions;
 - B) a description of the construction work, anticipated equipment and processes and their scheduled durations;
 - C) a description of noise or vibration suppression devices to be used on equipment or processes;
 - D) the hours of operation, including times and days when activities causing noise and/or vibration would occur;
 - E) the construction noise and vibration criteria for the Project;
 - F) identification of affected houses and other sensitive locations where noise and vibration criteria apply;
 - G) methods and frequency for monitoring and reporting on construction noise and vibration;
 - H) procedures for maintaining contact with stakeholders, notifying or proposed construction activities and handling noise and vibration complaints (consistent with the Communications Management Plan and complaints register);
 - I) a description of alternative mitigation strategies where compliance with the criteria in Conditions 26 or 27 may not be achieved;
 - J) procedures, developed in consultation with TPR, to remedy or mitigate any potential adverse effects in instances where the construction vibration criteria set out in Condition 27 might not be complied with in respect of the Mangamaire – Woodville A 110kV National Grid transmission line support structures;
 - K) procedures, developed in consultation with Meridian, to remedy or mitigate any potential adverse effects in instances where the construction vibration criteria set out in Condition 27 might not be complied with in respect of Te Āpiti wind farm turbines;
 - L) construction equipment operator training procedures and expected construction site behaviours;
 - M) contact numbers for key construction staff, staff responsible for noise assessment and the Responsible Officer(s).

Construction Traffic**29. Construction Traffic Management Plan**

- a) As soon as practicable, and prior to the commencement of construction works activities, the Requiring Authority must prepare a Construction Traffic Management Plan.
- b) The objective of the Construction Traffic Management Plan is to minimise adverse effects on property access, traffic safety and efficiency as a result of enabling or construction works activities. The Construction Traffic Management Plan forms part of the Construction Environmental Management Plan required by Condition 14 and must, as a minimum:
 - i) Be prepared by a suitably qualified and experienced person;
 - ii) Take into account the outcomes of any consultation with the Community Liaison Group (Condition 12), the Responsible Officer(s), and any relevant issues arising from the implementation of the Communications Management Plan (Condition 11);
 - iii) Set out the numbers, frequencies, routes and timing of enabling or construction works traffic movements;
 - iv) Identify site access routes and access points for heavy vehicles in a manner consistent with the NZTA's Code of Practice for Temporary Traffic Management and describe measures to:
 - A) monitor and manage, as necessary, the movements of heavy vehicles on Saddle Road during peak times;
 - B) provide for access to the site to be gained (where possible) from both sides of the Ruahine Ranges;

CONSTRUCTION CONDITIONS (COMMON TO ALL JURISDICTIONS)

- C) minimise, as far as practicable, any adverse effects of the movements of heavy vehicles accessing the site from Hope Road, including by:
 1. restricting construction related heavy vehicle movements to between the hours of 0730 and 1800; and
 2. consulting with the owners/occupiers of 29 Hope Road and 75 Hope Road to identify any further practicable measures to manage adverse effects on these properties;
- v) Describe methods to manage local and network wide effects of the construction of individual elements of the Project including, as a minimum, the roundabout connections at Ashhurst and Woodville including temporary traffic management measures;
- vi) Describe methods to limit the movement of construction related heavy vehicles through Ashhurst at night and peak times, including limiting night-time movements to oversized loads and essential movements (such as concrete trucks for continuous pours);
- vii) Describe methods to limit the movement of construction related heavy vehicles through Woodville at night, including limiting night-time movements to oversized loads and essential movements (such as concrete trucks for continuous pours);
- viii) Require all heavy construction vehicles to have effective noise suppression devices for engine brakes;
- ix) Give consideration to opportunities to reduce adverse effects though:
 - A) use of KRH's infrastructure to deliver construction materials to the Manawatū River bridge site;
 - B) accelerated construction of the Manawatū River bridge and Hope Road bridge so that these bridges may be used to access the site;
- x) Set out how the current provision for pedestrians and cyclists is maintained;
- xi) Detail measures to provide on-going vehicle access to private and adjacent properties, including the Te Āpiti wind farm and the Western Car Park, and limit the adverse effects of construction and severance, including by forming any new permanent accesses at the earliest opportunity; and
- xii) Confirm the management approach to loads on heavy vehicles, including covering loads of fine material and the timely removal of any material deposited or spilled on public roads.

Tangata Whenua Values**30. Tangata Whenua Values Monitoring and Management Plan**

- a) A Tangata Whenua Values Monitoring and Management Plan must form part of the Construction Environmental Management Plan (Condition 14).
- b) The objective of the Tangata Whenua Values Monitoring and Management Plan is to recognise and provide for the tangata whenua values of the area affected by the Project and to develop mechanisms and processes to seek to avoid or minimise potential impacts on those values through the implementation of agreed monitoring and mitigation measures.
- c) The Tangata Whenua Values Monitoring and Management Plan must be prepared by a person (or persons) endorsed by the Project Iwi Partners and must include (but not be limited to):
 - i) Enabling activities, including site dedications;
 - ii) Cultural protocols and procedures for cultural inductions;
 - iii) A description of specific monitoring activities to be undertaken;
 - iv) Confirmation of the roles and responsibilities of personnel in respect of clauses(i) to (iii);
 - v) Approaches to realising opportunities to reuse natural materials/trees, participation in planting, fish surveys and/or transfer, species monitoring and translocation;
 - vi) Setting out the detailed accidental discovery protocol procedures development under Condition 31;
 - vii) Consideration of potential effects on taonga species, or other species of significance to tangata whenua, including, but not limited to:
 - A) koura;
 - B) tuna;
 - C) kererū;
 - D) parapara (*P. brunoniana*);
 - E) tī kōuka;
 - F) toitoi;
 - G) karaka;
 - H) mataī;
 - I) puku tawai;
 - J) northern rātā; and
 - viii) Any other matters or measure to avoid or mitigate potential impacts on tangata whenua values, customs and practices.

CONSTRUCTION CONDITIONS (COMMON TO ALL JURISDICTIONS)**Archaeology and Historic Heritage****31. Accidental discovery protocol and archaeological authority**

- a) Where an area of the Designation is not subject to an archaeological authority (sought under section 44(a) and granted under section 48 of the Heritage New Zealand Pouhere Taonga Act 2014), an accidental discovery protocol must apply to all works in that area.
- b) The accidental discovery protocol must be prepared in consultation with the Project Iwi Partners and Heritage New Zealand Pouhere Taonga and must include, but not be limited to:
 - i) Details of contractor training regarding the skills necessary to be aware of the possible presence of cultural or archaeological sites or material;
 - ii) General procedures following the accidental discovery of possible archaeological sites, kōiwi tangata, wāhi tapu or wāhi taonga, including the requirement to immediately cease enabling or construction works activities in the vicinity of the discovery and the requirement to notify parties including, but not limited to, Heritage New Zealand Pouhere Taonga;
 - iii) Specific procedures in the event that kōiwi tangata are discovered;
 - iv) Procedures for the custody of taonga (excluding kōiwi tangata) or material found at an archaeological site;
 - v) Activities (including a review of available and relevant archaeological information) that must be undertaken before enabling or construction works activities in the vicinity of the discovery can recommence, including appropriate tikanga, recording, recovery of artefacts and consultation.
- c) In the event of kōiwi tangata being discovered, work must cease immediately in the vicinity of the remains and the Project Iwi Partners, Heritage New Zealand Pouhere Taonga, New Zealand Police and the relevant Council(s) must be contacted.

Network Utilities and Rooding Infrastructure**32. Electrical clearances**

- a) Enabling or construction works activities and structures must be designed and undertaken to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001).
- b) The planting required by, and managed by, Conditions 17, 18, 19 and 24 must be selected, located and managed to ensure that it will not result in that vegetation breaching the Electricity (Hazards from Trees) Regulations 2003, including at full maturity.

33. National Code of Practice for Network Utility Operators' Access to Transport Corridors

All works must be undertaken in accordance with the National Code of Practice for Utility Operators' Access to Transport Corridors (September 2016), or any approved update to the Code.

34. Network Integration Plan

- a) Prior to the commencement of construction, the Requiring Authority must prepare a Network Integration Plan.
- b) The objective of the Network Integration Plan is to demonstrate how the Project integrates with the existing local road network including pedestrian and cycling facilities and with future, planned, improvements to the network (including the shared path that will be provided in accordance with Condition 36).
- c) The Network Integration Plan must be prepared in consultation with the relevant road controlling authority and include:
 - i) Details of proposed works at the interface between the State Highway and the local road network, including road surfacing, road markings and signs;
 - ii) The outcomes of any consultation with the Community Liaison Group established by Condition 12;
 - iii) Confirmation that the Project design does not preclude the future development of the balance of the Lindauer Arts Trail (Woodville to Manawatū Gorge walkway);
 - iv) Specification of how the following requirements will be met:
 - A) prior to the opening of the new road, the improvement of the intersections of State Highway 3 with York Street and Cambridge Avenue to redirect traffic onto the new road;
 - B) the extension of the existing walkway from Hampson Street, Woodville to west of the eastern roundabout;
 - C) the provision of a shared path along the northern side of SH3 from the intersection of Cambridge Avenue to the Western Car Park; and
 - D) the upgrading of the Ashhurst Bridge required by Condition 35.

35. Ashhurst Bridge

Prior to the opening of the new road, and subject to any necessary resource consents for the upgrade works being granted, the Ashhurst Bridge on State Highway 3 must be improved to provide separated pedestrian and cyclist access.

CONSTRUCTION CONDITIONS (COMMON TO ALL JURISDICTIONS)

36.	<p>Provision of shared path(s)</p> <p>a) Prior to the opening of the new road a safe shared path(s) must be in place along the entire length of the new road including across any bridges; and</p> <ol style="list-style-type: none"> i) starting at the northern side of SH3 at the intersection of Cambridge Avenue in Ashhurst; ii) connecting to the Western Car Park; and iii) ending at Hampson Street in Woodville. <p>b) The shared path(s) must:</p> <ol style="list-style-type: none"> i) be separated from the carriageway of the new road by, at minimum, a wire barrier; ii) subject to the area of land available and constraints imposed by Condition 9(e)(i) to (iii) and Condition T3: <ol style="list-style-type: none"> A) be designed and constructed in accordance with Austroads Guide to Road Design Part 6A Appendix A Figure A1: Bicycle Path Operation or any subsequent revisions of that document; and B) have a minimum sealed width of 3.0 metres for the entire length of the new road and have a minimum width of 0.2m clearance from any barrier. <p>Advice Note: <i>This Condition was offered by the Requiring Authority to provide additional Project benefits, rather than being necessary to avoid, remedy or mitigate an adverse effect of the Project on the environment or otherwise meet the requirements of the Resource Management Act 1991.</i></p>
37.	<p>New Manawatu River Bridge</p> <p>The new Manawatu River Bridge must include a pedestrian viewing platform(s) providing views upstream or downstream. The viewing platform(s) must be physically separated from shared path and the carriageway for pedestrian safety reasons. The viewing platform(s) must have direct access for pedestrians from the Western Car Park.</p> <p>Advice Note: <i>This Condition was offered by the Requiring Authority to provide additional Project benefits, rather than being necessary to avoid, remedy or mitigate an adverse effect of the Project on the environment or otherwise meet the requirements of the Resource Management Act 1991.</i></p>
38.	<p>Recreational Paths Fund</p> <ol style="list-style-type: none"> a) As soon as practicable, the Requiring Authority must establish and administer a Recreational Paths Fund of \$1 million. b) The purpose of the Fund is to enable the investigation and construction of recreational paths that potentially connect to the shared path required by Condition 36. c) Activities under (b) are to be undertaken in consultation with the Project Iwi Partners, Te Āpiti Manawatū Gorge Governance Group, the Councils, and relevant landowners. d) Construction activities under (b) are subject to land availability and obtaining any necessary statutory approvals. e) The Fund must remain available until the opening of the new road only. <p>Advice Note: <i>This Condition was offered by the Requiring Authority to provide additional Project benefits, rather than being necessary to avoid, remedy or mitigate an adverse effect of the Project on the environment or otherwise meet the requirements of the Resource Management Act 1991.</i></p>
39.	<p>Noise bunds</p> <ol style="list-style-type: none"> a) Prior to undertaking construction works activities in the vicinity of 1213 Fitzherbert East Road or 49846 State Highway 3 (subject to reasonable property access and land availability): <ol style="list-style-type: none"> i) An extended earth bund must be designed and constructed along the roadside boundary of the designation with 1213 Fitzherbert East Road for the purpose of operational noise mitigation and visual screening. The design must be undertaken in consultation with the owners/occupiers of the property. ii) An earth bund must be designed and constructed along the roadside boundary of the designation with 49846 State Highway 3, Woodville, for the purpose of operational noise mitigation and visual screening. The design must be undertaken in consultation with the owners/occupiers of the property. b) An independent, suitably qualified and experienced person must design the bunds provided for 1213 Fitzherbert East Road and 49846 State Highway 3 required by i) and ii).

CONSTRUCTION CONDITIONS (PALMERSTON NORTH CITY ONLY)**Parahaki Island**

PN1.	<p>Outline Plan – Parahaki Island</p> <ol style="list-style-type: none"> a) Where an Outline Plan(s) describes works related to the bridging of the Manawatū River, including any piers, abutments and the northern and southern approaches (and associated construction access), the Requiring Authority must: <ol style="list-style-type: none"> i) Consult with the Te Āpiti Ahu Whenua Trust for the purpose of recognising the values of Parahaki
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CONSTRUCTION CONDITIONS (PALMERSTON NORTH CITY ONLY)

Island and providing for those values including by:

- A) minimising, as far as practicable, any impact of the enabling or construction works activities or Manawatū River bridge piers on Parahaki Island;
 - B) identifying opportunities to recognise the historical and cultural significance of Parahaki Island in the design of Manawatū River bridge and approaches to the bridge;
 - C) identifying opportunities for landscape or ecological mitigation planting required by Conditions 17, 18 and 24 on Parahaki Island.
- ii) As a minimum, include the following in the Outline Plan(s):
- A) details of the consultation undertaken with the Te Āpiti Ahu Whenua Trust, including comments made in relation to the matters listed in a) and any measures taken by the Requiring Authority to respond to these comments.

Recreation and Open Space**PN2. Western Car Park Construction Management Plan**

- a) Prior to any enabling or construction works that affect access to or use of the car park at the western boundary of the Manawatū Gorge Scenic Reserve and/or access to the Manawatū Gorge walking tracks, a Western Car Park Construction Management Plan must be prepared.
- b) The objective of the Western Car Park Construction Management Plan is to detail how public access will be maintained for the duration of enabling and construction works activities.
- c) The Western Car Park Construction Management Plan must be prepared in consultation with the landowner, Department of Conservation, Palmerston North City Council, Te Āpiti Manawatū Gorge Governance Group, the Project Iwi Partners, and the Community Liaison Group.
- d) The Western Car Park Construction Management Plan must include, as a minimum:
 - i) While allowing for construction activities, provision of a temporary car park that is generally of the same standard of surface and parking capacity that the existing car park had at 31 October 2018;
 - ii) Details of how public access between any temporary carpark and the Manawatū Gorge Walking Track will be provided;
 - iii) A Crime Prevention Through Environmental Design Safety Site Assessment; and
 - iv) Details of any changes to or temporary relocation of existing way finding and interpretation signs within and adjacent to the Western Car Park (including signs to existing walking tracks and to any pedestrian access or viewpoints for pedestrians on the new Manawatū River bridge) and any upcoming closure information.
- e) If a temporary closure to the Western Car Park is required, this must only occur during weekdays and for no more than two consecutive working weeks at a time. The Department of Conservation, the Te Āpiti Manawatū Gorge Governance Group and the Responsible Officer(s) must be made aware of the details of the temporary closure at least 10 working days prior to the closure occurring.

PN3. Western Car Park Reinstatement Management Plan

- a) Within one year of commencing the construction of works in the proximity of the Western Car Park that will directly affect that car park, a Western Car Park Reinstatement Management Plan must be prepared.
- b) The Western Car Park Reinstatement Management Plan must be prepared in consultation with the landowner, Department of Conservation, Palmerston North City Council, the Te Āpiti Manawatū Gorge Governance Group, the Project Iwi Partners and the Community Liaison Group and be consistent with the design principles and design outcomes in the Cultural and Environmental Design Framework.
- c) The Western Car Park Reinstatement Management Plan must, as a minimum:
 - i) Provide for at least the same number of car parks as the number that existed at 31 October 2018;
 - ii) Provide for at least the same number of toilet and bike parking facilities that existed at 31 October 2018;
 - iii) Provide for at least the same public access to the Manawatu River that existed at 31 October 2018;
 - iv) Include a Crime Prevention Through Environmental Design (CPTED) Safety Site Assessment;
 - v) Incorporate any decisions regarding the future status of the closed section of State Highway 3 immediately adjacent to the car park that existed at 31 October 2018;
 - vi) Take into account the final masterplan prepared by the Te Āpiti Manawatū Gorge Governance Group;
 - vii) Describe the reinstatement of land used for construction including:
 - A) removal of structures, plant and materials associated with construction (unless otherwise agreed with the landowner);
 - B) replacement or reinstatement of formal parking areas, boundary fences, landscaping and way finding and interpretation signs within and adjacent to the Western Car Park (including signs to existing walking tracks and to any pedestrian access or viewpoints for pedestrians on the new Manawatū River bridge);

CONSTRUCTION CONDITIONS (PALMERSTON NORTH CITY ONLY)

- C) reinstatement of grassed areas to a similar condition as existed prior to construction; and
 - D) replacement of trees and other planting removed as part of construction activities.
- viii) Include details of the consultation undertaken under clause (b) above, including the comments made and any measures taken by the Requiring Authority to respond to these matters.

CONSTRUCTION CONDITIONS (MANAWATŪ DISTRICT ONLY)**Network Utilities****M1. Outline Plan – Tararua High Pressure Gas Transmission Pipeline**

Where an Outline Plan(s) describes enabling or construction works that traverse the Tararua High Pressure Gas Transmission Pipeline, the Requiring Authority must:

- a) Consult with First Gas in order to develop any necessary measure to ensure that no enabling or construction works activities, and particularly site access, cause material damage to or affect the operation and maintenance of the pipeline.
- b) Include details of the consultation undertaken and any measures to protect the pipeline in the Outline Plan.

M2. Outline Plan – Palmerston North to Gisborne Rail Corridor

Where an Outline Plan(s) describes enabling or construction works within or adjacent to the Palmerston North to Gisborne rail corridor, the Requiring Authority must:

- a) Consult with KRH for the purpose of appropriately avoiding, remedying or mitigating any potential adverse effects of the Project (including as a result of access across the corridor) on the continued operation, maintenance and upgrading of the rail line.
- b) Include details of the consultation undertaken and any measures to avoid, remedy or mitigate any potential adverse effects in the outline plan.
- c) Set out how any measures to avoid, remedy or mitigate any potential adverse effects identified in accordance with clause (b) may be reviewed and updated, as necessary.

Advice Note: *Written consent from KRH under section 177(1)(a) of the RMA is required independent of this condition.*

CONSTRUCTION CONDITIONS (TARARUA DISTRICT ONLY)**Network Utilities and Infrastructure****T1. Te Āpiti Wind Farm Management Plan**

- a) As soon as practicable, and prior to any construction works, being undertaken within the portion of the Te Āpiti wind farm site indicated by property reference numbers 8, 9, 10, 11, and 12 on Land Requirement Plan LR-11 dated October 2018, the Requiring Authority must prepare a Wind Farm Management Plan.
- b) The objective of the Wind Farm Management Plan is to set out measures to avoid where practicable the potential effects of the Project on wind farm operations provided for by the wind farm resource consent (granted on 3 September 2003) and, where avoidance is not possible, set out measures to remedy or mitigate such effects.
- c) The Wind Farm Management Plan must, as a minimum:
 - i) Be prepared in consultation with Meridian;
 - ii) Include details of the consultation undertaken, including measures taken by the Requiring Authority to respond to Meridian’s comments and feedback;
 - iii) Describe the details of the on-going access arrangements, including for over-dimensional loads, and as required by Condition 9(e)(vi) to accommodate Meridian’s operation, maintenance and upgrade requirements;
 - iv) Describe the details of management of construction traffic within the wind farm;
 - v) Describe measures to protect underground infrastructure, as required by Condition 9(e)(iv);
 - vi) Include technical, engineering and geotechnical advice from suitably qualified and experienced person(s) in relation to the impact of the enabling or construction works activities on the safe and efficient operation of a turbine where:
 - A) enabling or construction works activities (other than for the relocation of underground infrastructure and wind farm accesses) are within 160 metres of a turbine location shown on the plan marked “Drawing No. 1 (Rev 3) General Site Plan With Topo Information” (referenced in the resource consent granted on 3 September 2003) except that in the case of turbines A11, A12 and A13 (now known as TAP01, TAP02, and TAP03) this distance is limited to 60m when closer to Ashhurst; and
 - B) that turbine is not removed as part of the Project;

CONSTRUCTION CONDITIONS (TARARUA DISTRICT ONLY)

	<ul style="list-style-type: none">vii) Confirm compliance with NZECP 34:2001;viii) Set out details of site management and security;ix) Describe arrangements for wind farm site inductions and contractor training, including Meridian's involvement in that training; andx) Confirm measures to manage the effects of dust that may damage the turbines, substation or overhead electricity transmission lines.
T2.	<p>National Grid Management Plan</p> <ul style="list-style-type: none">a) Prior to any construction works, or enabling works, being undertaken in the vicinity of the Mangamaire – Woodville A 110kV transmission line, the Requiring Authority must prepare a National Grid Management Plan.b) The objective of the National Grid Management Plan is to avoid, remedy or mitigate the potential effects of the Project on the operation and maintenance of the Mangamaire – Woodville A 110kV transmission line.c) The NGMP must, as a minimum:<ul style="list-style-type: none">i) Be prepared in consultation with TPR;ii) Include details of the consultation undertaken, including measures taken by the Requiring Authority to respond to TPR's comments and feedback;iii) Demonstrate how construction works and associated activities are designed and undertaken to comply with NZECP 34:2001;iv) Establish a specific height for clearance over a State highway, if necessary;v) Describe the details of the on-going access arrangements as required by Condition 9(e)(vi);vi) Develop measures to control induced and transferred voltages and earth potential rise where conductive material is within 8 metres of the transmission line support structures;vii) Confirm procedures set out for the management of construction vibration included in the Construction Noise and Vibration Management Plan required by Condition 28);viii) Identify areas where additional management measures are necessary such as fencing or hurdles;ix) Confirm timing for any outage that may be necessary;x) Confirm measures to manage the effects of dust that may damage the National Grid transmission lines; andxi) Confirm details of contractor training, and TPR's involvement in that training, for those working within 8 metres of the transmission line support structures or within the maximum extent of conductor swing (at maximum operating temperature).
Ballantrae Hill Country Research Station	
T3.	<p>Ballantrae Research Station and Fertiliser Trial Management Plan</p> <ul style="list-style-type: none">a) Except where AgResearch provides written approval:<ul style="list-style-type: none">i) The land occupied for the purposes of construction must not;<ul style="list-style-type: none">A) exceed a maximum area of 4.8 hectares on the long-term fertiliser and grazing systems trial;B) reduce the number of frame sites on the long-term fertiliser and grazing systems trial by more than 15; andC) reduce that area of a farmlet that makes up the trial ((as shown on the plan included as Attachment A to the statement of evidence of Dr David Horne dated 8 March 2019) by more than 26%.ii) The road construction footprint (inclusive of a 10-metre buffer from the edge of any cut or fill) must avoid existing frame sites and must be minimised as far as reasonably practicable within the Pylon East (Big Hill) (HFHF - High Fertiliser High Fertiliser) farmlet as shown on Figure 1 of the Statement of evidence of Alec Donald Mackay of AgResearch Ltd dated 15 March 2019.iii) The road construction footprint (inclusive of a 10-metre buffer from the edge of any cut or fill) must be positioned in a manner that minimises as far as is reasonably practicable the elimination of existing frame sites located within the Pylon East (HFNF - High Fertiliser No Fertiliser); Pylon West (LFLF – Low Fertiliser Low Fertiliser) and Pylon Centre (LFNF – Low Fertiliser No Fertiliser) farmlets as shown on Figure 1 of the Statement of evidence of Alec Donald Mackay of AgResearch Ltd dated 15 March 2019.iv) There must be no spoil sites or large-scale erosion and sediment control structures (such as sediment settling ponds or wetlands) located outside of the road construction footprint within the farmlets referenced in clause (ii) and (iii) above, as shown on Figure 1 of the Statement of evidence of Alec Donald Mackay of AgResearch Ltd dated 15 March 2019.b) Prior to undertaking any enabling or construction works activities within the Ballantrae Station site, the Requiring Authority must prepare a Ballantrae Research Station and Fertiliser Trial Management Plan in consultation with AgResearch Ltd.

CONSTRUCTION CONDITIONS (TARARUA DISTRICT ONLY)

- c) The objective of the Ballantrae Research Station and Fertiliser Trial Management Plan is to give effect to Condition (a) above and to further avoid, remedy or mitigate the potential adverse effects of the Project on Ballantrae Station's farming operations and the current long-term fertiliser and grazing trial.
- d) The Ballantrae Research Station and Fertiliser Trial Management Plan must, as a minimum:
 - i) Delineate the road construction footprint within the Station;
 - ii) Where practicable, provide for the reinstatement of all eliminated frame sites in a suitable alternative location;
 - iii) Set out the measures to be implemented to maintain stock water, site access and the ability to move stock within and between farmlets during, and following, the completion of enabling or construction works;
 - iv) Set out measures to be implemented to manage construction noise to minimise disruption to grazing stock;
 - v) Set out measures to be implemented to minimise dust from enabling and construction works impacting on the long-term fertiliser and grazing trial farmlets;
 - vi) Set out site security and safety measures that minimise the risk of stock rustling and manage risks to farm staff as a result of enabling or construction works activities;
 - vii) Document a monitoring programme that:
 - A) obtains soil and pasture attribute data from all 72 existing frame sites to provide a 2019 data baseline that is comparable to historical monitoring data from those frame sites;
 - B) obtains annually soil and pasture attribute data that is comparable to historical monitoring data from all frame sites that will remain post-road construction, both during construction and for five years following the completion of construction works, to enable the effects of the operation of the road to be assessed.
- e) The Requiring Authority must undertake (or engage AgResearch to undertake) the monitoring programme required under Condition T3(d)(vii) above and provide the results to AgResearch on an annual basis.
- f) The Requiring Authority must confirm the administration arrangements for future research activities that support and maintain the on-going research outcomes of the long-term fertiliser and grazing systems trial, or other research outcomes (including as identified by any survey required by clause (g)) with such research activities continuing for a minimum of 5 years following the completion of construction (unless AgResearch decides to discontinue such research activities at an earlier date).
- g) The Requiring Authority must undertake (or engage AgResearch to undertake) a survey of a statistically significant representative group of North Island hill country sheep and beef farmers to determine that sector's future soil attribute, pasture production and farm sustainability research priorities so as to enable AgResearch Ltd to determine what form of replacement research site would be appropriate in the event of a suitably qualified and experienced expert engaged by the Requiring Authority determining that the long term fertiliser trial at Ballantrae Station ceases to be viable on a farming system basis as a result of the new road's construction.
- h) The survey under clause (g) must be designed in collaboration with AgResearch Ltd and must be undertaken and the results documented in a report that is provided to AgResearch Ltd prior to the opening of the new road.

QEII National Trust Open Space Covenants**T4. Outline Plan – QEII National Trust open space covenants**

- a) Where an Outline Plan(s) describes works within the areas subject to QEII Trust open space covenants (shown on Plan C-06 dated October 2018), the Requiring Authority must consult with the QEII National Trust for the purpose of designing and constructing the Project to avoid impacts where possible and, where avoidance is not possible, minimise impacts, as far as practicable, on the QEII Trust open space values of the area subject to the covenant.
- b) As a minimum, the Outline Plan must:
 - i) set out details of the consultation undertaken under clause (a) and any measures taken by the Requiring Authority to respond to matters raised;
 - ii) demonstrate how the extent of enabling or construction works on the site is limited (including by Condition 9(e)) in order to avoid, or minimise as far as practicable, impacts on the QEII Trust open space values; and
 - iii) describe any restoration that may be proposed (including as part of the Landscape Management Plan required by Condition 17 or the Ecological Management Plan required by Condition 24).

OPERATIONAL CONDITIONS (APPLYING AS RELEVANT WITHIN EACH DISTRICT)		REASON FOR MODIFICATION
Noise and property		
40.	Road surfacing a) Prior to the opening of the new road, a low noise road surface must be laid on: i) State Highway 3 Napier Road between Cambridge Avenue and the Manawatū River; and ii) Vogel Street in Woodville; and iii) The main alignment from the eastern roundabout extending at least 2.0 kilometres to the west of the roundabout; or iv) Instead of (iii) concrete barriers must be provided in order to control sound levels at the dwellings at 49807 State Highway 3 and 75 Hope Road, Woodville existing on 31 October 2018.	
41.	Traffic separation a) Traffic lanes of the roundabouts must be more than 100 metres from dwellings existing on 31 October 2018; and b) Traffic lanes must be more than 200 metres from the dwellings at 49807 State Highway 3 and 75 Hope Road, Woodville existing on 31 October 2018. .	
42.	Lot 2 DP 351133 landscaping Within 12 months of the opening of the new road, the Requiring Authority must consult with the owners of Lot 2 DP 351133 to develop and implement a plan for planting along the southern boundary of this property to screen views of the road.	
43	Post-construction review a) Within 12 months of the opening of the new road, the Requiring Authority must undertake a post-construction review in accordance with the NZTA's 'Specification for Noise Mitigation' (NZTA P40:2014) that includes: i) noise modelling; ii) site inspection of road surfaces or concrete barriers provided by Condition 40; and iii) noise measurements at the PPFs located at 49807 State Highway 3, 49846 State Highway 3, 75 Hope Road, Woodville and 1213 Fitzherbert East Road, Ashhurst to verify the acoustics model, subject to access being provided. b) If the post-construction review concludes that the sound levels exceed the NZS 6806:2010 'Acoustics – Road-traffic noise – New and altered road' Category A criteria for new roads (at 49807 State Highway 3 and 75 Hope Road) and altered roads (at 49846 State Highway 3 and 1213 Fitzherbert East Road, Ashhurst), the Requiring Authority must, in consultation with the respective property owners, provide further noise mitigation to reduce noise levels to meet the Category A criteria (subject to reasonable access to allow any mitigation to be implemented). c) The noise modelling and the details of any mitigation must be provided to the Council(s).	
Lighting		
44.	Operational lighting Lighting must be designed, maintained and operated to comply with <i>AS/NZS 1158 Lighting for Roads and Public Spaces</i> .	
Network Utilities and Infrastructure		
45.	Written consent under section 176 of the RMA - Te Āpiti Wind Farm The Requiring Authority must not require Meridian to seek written consent under section 176 of the RMA for work that can occur in accordance with the resource consent for the Te Āpiti wind farm (dated 3 September 2003) where that work does not encroach on, or impact on, the construction or operation of the State highway. To the extent that written approval is required, this Condition constitutes written approval.	
Ongoing monitoring and management		
46.	Ongoing monitoring and management a) Notwithstanding Condition 6, any monitoring and management measures required by the following management plans must remain in place once construction of the Project is complete: i) Condition 19 Planting Management Plan; ii) Condition 24 Ecological Management Plan; iii) Condition 30 Tangata Whenua Values Monitoring and Management Plan; iv) Condition PN3 Western Car Park Reinstatement Management Plan; and v) Condition T3 Ballantrae Research Station and Fertiliser Trial Management Plan.	