

SPECIFICATION FOR ENVIRONMENTAL, SOCIAL AND CULTURAL MANAGEMENT DURING CONSTRUCTION

1. INTRODUCTION

User Guide

This specification shall be referenced in the Minimum or Principal Requirements for NZTA construction projects in the Environmental, Social and Cultural Management section of the NZTA contract documentation. The specification along with more specific project requirements outlined in the Minimum or Principals Requirements shall be given effect by the Contractor.

Where specialist clauses are required these shall be written in the style of this baseline standard specification, and be commensurate with the quantity of detail required to effectively manage environmental, social and cultural impacts during construction. Additional items shall be added as required to the specification.

Specifications for the delivery of environmental assets, such as landscaping and stormwater management systems, are to be used in conjunction with this specification.

For any inquiries relating to this specification please contact the NZTA Environmental and Urban Design Team environment@nzta.govt.nz

The NZ Transport Agency seeks to continually improve their performance in the management of environmental, social and cultural impacts for all of their highway projects. To achieve consistency in the procurement, tendering and construction process the following specification clarifies the minimum standards required for managing environmental, social and cultural impacts during the construction phase of capital projects.

Additional approvals such as Resource Consent, Archaeological Authority, Department of Conservation Concession, Designation, or legal/landowner agreements specific to the project may include conditions for managing construction impacts on the environment and/or on social and cultural values. Both the NZ Transport Agency Specification for Environmental, Social and Cultural Management and the site specific approvals will form part of the construction contract and pricing package.

1.1 Scope

This specification covers the minimum environmental, social and cultural management requirements for state highway improvement projects (capital works). It does not relate to network maintenance management or bridge maintenance contracts.

2. STANDARDS AND GUIDELINES

This specification provides overarching requirements, drawing on a number of other standards and guides. Implementation of this specification requires reference to the relevant requirements in other guidance documents, as appropriate. All standards and guidelines below can be accessed through the [Highways Information Portal](#).

Key references include:

- I. NZ Transport Agency *Z19 State Highway Environmental and Social Responsibility Standard*, 2014.
- II. NZ Transport Agency *Guideline for Preparing an Environmental and Social Management Plan*, 2014.
- III. NZ Transport Agency *P45 Archaeological Discovery Procedures*, 2015.
- IV. NZ Transport Agency *Guide to Assessing Historic Heritage Effects for State Highway Projects*, 2015.
- V. NZ Transport Agency *State Highway Construction and Maintenance Noise and Vibration Guide*, 2013.
- VI. NZ Transport Agency *Erosion and Sediment Control Guidelines for State Highway Infrastructure*, 2014.
- VII. NZ Transport Agency *Fish Passage Guidance for State Highways*, 2013.
- VIII. NZ Transport Agency *Guide to Assessing Air Quality Impacts from State Highway Projects*, 2014.
- IX. NZ Transport Agency *CSVue User Guide for Condition Managers*, 2014.

3. CONSTRUCTION ENVIRONMENTAL, SOCIAL AND CULTURAL MANAGEMENT MINIMUM REQUIREMENTS

The following sections describe the minimum requirements for managing environmental, social and cultural impacts during state highway improvement projects (capital works). Section 3.1 describes the statutory compliance requirements for state highway improvement projects and Section 3.2 describes the requirements for a Construction Environmental and Social Management plan (ESMP) which is mandatory for all state highway improvement projects. The remaining Sections 3.3– 3.8 describe the requirements for a

group of sub-plans specific to the site or project. Not all projects will require all of these plans therefore the minimum requirements will need to be modified accordingly.

3.1 Statutory Compliance

Contractors shall ensure that they understand and comply with the relevant conditions and requirements of any approvals, including resource and land use consents, heritage and archaeology authorities, covenants, designations, and legal/landowner agreements. The more stringent of the requirements of the approvals, the Principal's Requirements, or the requirements of this specification shall have precedence.

Statutory compliance shall be addressed in the Minimum or Principal Requirements for a NZ Transport Agency state highway improvement project and covered in the Construction Environmental and Social Management Plan (ESMP). Statutory compliance shall be managed through the NZ Transport Agency compliance management system [CSVue](#). Guidance on the use of CSVue can be found in the NZ Transport Agency [CSVue User Guide for Condition Managers](#).

3.2 Environmental and Social Management Plan

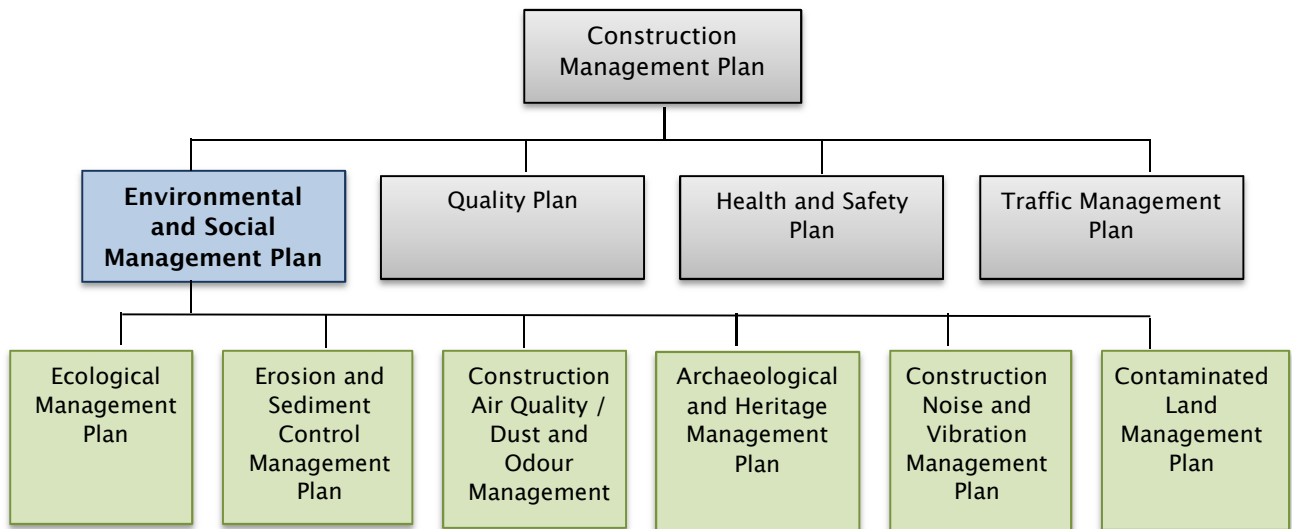
The Contractor shall prepare and implement an Environmental and Social Management Plan (ESMP) as part of the construction management plan for capital works in accordance with the *NZ Transport Agency Guideline for Preparing an Environmental and Social Management Plan*, using the template available on the [Environmental and Social Management](#) page of the NZ Transport Agency website.

The ESMP shall include details of:

- I. Scope including management plan framework which identifies any sub-plans that form part of the ESMP
- II. Environmental objectives and Key Performance Indicators,
- III. Roles and responsibilities,
- IV. Environmental and social impacts,
- V. Legislative requirements,
- VI. Emergency contacts and spill response procedures,
- VII. Training, and
- VIII. Monitoring and review.

The Contractor shall submit a draft copy of the ESMP including a proposed internal audit programme to the Principal for approval before construction drawings are finalised and physical works begin.

The ESMP shall provide a framework to manage environmental, social and cultural risk and relevant legal obligations on the construction project. Various sub-plans may need to be developed for site specific risks which will feed into an overarching Construction Management Plan as shown in the schematic below and outlined in the remaining sections.



KEY

- Requirements covered by other specifications
- Minimum requirement covered by this specification
- Supplementary / site specific requirements covered by this specification

The ESMP shall be implemented for the duration of the construction works. All monitoring results and the results of internal audits shall be forwarded to the Agency in a format to be agreed by the Agency.

3.3 Ecological Management

Where construction works have the potential to adversely impact on flora and fauna the Contractor has a duty to ensure the protection of natural ecosystems. The Contractor shall prepare and implement an Ecological Management Plan addressing site specific impacts. All ecological management, mitigation and monitoring shall be carried out in accordance with the relevant conditions of any Resource Consent, or Designation, or legal/landowner agreements as scheduled in the Contract documents.

Site specific ecological mitigation measures and design treatments may also be required. Where the NZ Transport Agency has guidance for specific flora, fauna, or habitats these are to be adhered to.

3.4 Erosion and Sediment Control Management

Where construction works have the potential to result in the erosion of soil and the release of sediment to waterways, the Contractor shall prepare and implement an Erosion and Sediment Control Plan relative to site specific risks to address potential ecological impacts.

The Contractor shall implement erosion and sediment control measures in accordance with the relevant conditions of any Resource Consent, Designation, or legal/landowner agreements as scheduled in the Contract documents. Regional erosion and sediment control guidelines referred to in consent conditions shall be adhered to. In the absence of regional council guidance erosion and sediment control measures shall be implemented in accordance with the NZ Transport Agency *Erosion and Sediment Control Guidelines for State Highway Infrastructure – Construction Stormwater Management*. Where NZ Transport Agency guidelines require a higher standard of control than regional requirements the NZ Transport Agency guidelines are to be used.

3.5 Construction Air Quality Management

Where there is a high risk that construction works may release contaminants (including dust and odour to air), the Contractor shall prepare and implement a Construction Air Quality Management Plan¹ / Dust and Odour Management Plan. The level of risk shall be determined in accordance with the NZ Transport Agency *Guide to Assessing Air Quality Impacts from State Highway Projects*. All Construction Air Quality Management Plans/ Dust Odour Management Plans shall be prepared in accordance with the Guide including all issues set out in the NZ Transport Agency template. The template and further guidance is available on the NZ Transport Agency [Transport and Air Quality Page](#).

The Contractor shall implement air quality management measures in accordance with the relevant conditions of any Resource Consent, Designation, or legal/landowner agreements as scheduled in the Contract documents as well as relevant NZTA and Ministry for the Environment guidelines^{2,3,4}.

3.6 Archaeological and Heritage Management

Where construction works have the potential to impact on archaeological sites/material the Contractor has a duty to act in accordance with the relevant conditions of any Archaeological Authority (includes a Management Plan), Resource Consent, Designation, or other legal/Heritage NZ/landowner/iwi agreements as scheduled in the Contract

¹ NZ Transport Agency (2014) *Construction air quality management plan template, draft*

² Ministry for the Environment(2001) *Good practice guide for assessing and managing the environmental effects of dust emissions*.

³ Ministry for the Environment (2003) *Good practice guide for assessing and managing odour*.

⁴ Ministry for the Environment (2009) *Good practice guide for air quality monitoring and data management*.

documents. This includes geotechnical investigations, borrow pits and other earthworks that arise during construction.

In the event that an archaeological site, Koiwi or Taonga is discovered during construction, the Contractor shall follow the NZ Transport Agency minimum standard P45 Archaeological Discovery Procedures.

The Contractor shall also implement archaeological and heritage management plans for heritage buildings/structures and their curtilage in accordance with site specific mitigation measures and monitoring as scheduled in consent conditions, including ongoing consultation with Heritage NZ, with the relevant conditions of any Resource Consent, Heritage Authority, Designation, or legal/landowner/iwi agreements as scheduled in the Contract documents.

3.7 Contaminated Land Management

Statutory approvals may be required for earthworks and other select activities at certain sites where contaminated soil is known to exist and/or hazardous activities or industries were more likely than not to have occurred on a piece of land. The Contractor shall ensure that they understand and comply with the relevant conditions and requirements of any statutory approvals, and where identified in the Principal's Requirements the Contractor shall obtain the necessary statutory approvals. Management of potential contaminated land impacts shall be outlined in a Contaminated Land Management Plan (CLMP) and any approvals obtained shall be appended to the CESMP.

The CLMP shall, at a minimum, outline procedures to protect human health and manage discharges to the environment during the works, identify appropriate procedures for reuse or remediation of contaminated soil, and, if required, identify appropriate offsite disposal requirements.

If unexpected contamination is discovered during construction works, the Contractor shall follow the NZ Transport Agency *Draft Accidental Discovery Protocol for Contaminated Land*.

3.8 Construction Noise and Vibration Management

The Contractor shall manage construction noise and vibration in accordance with the relevant conditions of any Resource Consent, Designation, and legal/landowner agreements as scheduled in the Contract documents.

In addition to these requirements, construction noise and vibration is to be managed in accordance with the NZ Transport Agency [*State Highway Construction and Maintenance Noise and Vibration Guide \(the Guide\)*](#). If criteria are not specified in relevant conditions then construction noise and vibration shall be managed to comply with the guideline criteria set out in the Guide as far as practicable.

If specified by relevant conditions or the Contract documents, the Contractor shall prepare and operate in accordance with a Construction Noise and Vibration Management Plan (CNVMP). Where there is a high risk as determined in accordance with the Guide the Contractor shall also prepare and operate in accordance with a CNVMP. All CNVMPs shall be prepared in accordance with the Guide including all issues set out in the NZ Transport Agency template that is available on the NZ Transport Agency [Transport Noise and Vibration website](#).