

32 Proposed designation conditions

32.1 Guide to reading the conditions

The proposed suite of conditions to manage effects of the Project has been numbered in order to eliminate confusion, specifically to avoid multiple 'Condition 1' and so forth. The numbering format is as follows:

Set of proposed conditions	Numbering format
NZTA designation conditions	DC.1, DC.2. and so on

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

Definitions	
AEE	Means the MacKays to Peka Peka Expressway Assessment of Effects on the Environment Volumes 1 to 5 dated April 2012
CEMP	Means the Construction Environmental Management Plan
Commencement of Works	Means the time when the works that are the subject of these designations commence
Council	Means the Kāpiti Coast District Council
District	Means the Kāpiti Coast District
District Plan	Means the Kāpiti Coast District Plan
Existing network utilities	Means all network utilities existing at 15 August 2011 (the date of lodgement of this Notice of Requirement). Network utility has the same meaning as in section 166 of the RMA
GWRC	Means the Wellington Regional Council
KCDC	Means the Kāpiti Coast District Council
Manager	Means the Regulatory Manager of the Kāpiti Coast District Council
Outline Plan (OP)	Means an Outline Plan prepared in accordance with section 176A of the RMA
Project	Means the construction, maintenance and operation of the MacKays to Peka Peka Expressway
Requiring Authority	Means the New Zealand Transport Agency
RMA or 'the Act'	Means the Resource Management Act 1991
Road Asset Manager	Means the Kāpiti Coast District Council's road asset manager
Stage	Means a stage of the Project as nominated by the Requiring Authority
Work	Means any activity or activities undertaken in relation to the Project

32.2 Proposed NZTA designation conditions

Ref	Draft conditions
General Conditions and Administration	
DC.1	<p>a) Except as modified by the conditions below, and subject to final design, the Project shall be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement dated [insert date] and supporting documents being:</p> <p>i) Assessment of Environmental Effects report, dated [insert date]</p> <p>ii) Plan sets:</p> <ol style="list-style-type: none"> 1. CV-SP -100 – 160: Scheme plans;

Ref	Draft conditions
	<ol style="list-style-type: none"> 2. CV-GP-101-136: Geometric plans; 3. CV-SC-001-004: Cross sections; 4. CV-EW-100-232: Earthworks; 5. CV-BR-100-970: Bridges; 6. CV-GE-100-140: Structural - General; 7. GI-PR-01-18: Land Requirement Plans; 8. CV-MF-100-132: Lighting, Marking and Signage; 9. CV-CM-101-412: Construction Methodology; 10. Urban & Landscape Design Framework (Technical Report 5); 11. Landscape & Visual (Technical Report 7)- Appendix A & B; 12. Stormwater & Hydrology (Technical Report 22) – Appendix 22.A; 13. Erosion & Sediment Control (CEMP Appendix H) – Appendix H.B, H.C, H.D, H.E, H.F, H.H, H.I, H.R. <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 Project following construction such as changes to street furniture or signage over time. Depending upon the nature of such works, outline plans or outline plan waivers may be required.</p> <p>c) Where there is conflict between the documents listed above and these conditions, these conditions shall prevail.</p>
DC.2	<p>As soon as practicable following completion of construction of the Project, the Requiring Authority shall:</p> <ol style="list-style-type: none"> a) Review the width of the area designated for the Project; b) Identify any areas of designated land that are no longer necessary for the on-going operation or maintenance of the State Highway or for on-going mitigation measures; and c) Give notice to the Council in accordance with Section 182 of the RMA seeking the removal of those parts of the designation identified in D.2 (b) above.
DC.3	The designation shall lapse if not given effect to within 15 years from the date on which it is included in the District Plan under Section 175 of the RMA.
DC.4	The Requiring Authority shall reimburse the Council for its actual and reasonable costs incurred in carrying out its functions pursuant to Section 36(1)(d) of the Act.
Outline Plans	
DC.5	<ol style="list-style-type: none"> a) An Outline Plan of Works shall be prepared for the pedestrian cycleway and footbridge (and the associated connections) between: <ul style="list-style-type: none"> • Between Leinster Ave and Raumati Road (in the general location as shown in the Scheme Plan SV-SP-106); and • Between Kāpiti Road and Mazengarb Road (in the general location as shown in the Scheme Plan SV-SP-113). b) The OP shall be prepared in accordance with Section 176A of the RMA and submitted to the Manager. <p>Advice Note: An Outline Plan may be prepared and submitted for any works not covered by Condition DC.1 in accordance with the requirements of s176A of the RMA.</p>
Pedestrian /Cycle bridges	
DC.6	The two pedestrian/cycle bridges and associated accesses referred to in condition DC.5 shall be constructed and completed by the time the Expressway is fully operational.
Management Plans – General	
DC.7	<p>All works shall be carried out in general accordance with any of the management plans required by these conditions. The draft management plans lodged with the Notice of Requirement that are listed below in this condition shall be updated and finalised by the contractor and submitted to the Manager for certification at least 15 working days prior to the commencement of construction of the relevant stage or stages:</p> <ol style="list-style-type: none"> a) Construction Noise and Vibration Management Plan b) Construction Air Quality Management Plan

Ref	Draft conditions
	<p>c) Construction Traffic Management Plan d) Hazardous Substances Management Plan e) Landscape Management Plan.</p> <p>Advice Note: Relationship of Management Plans with the Construction Environmental Management Plan</p> <p><i>These management plans are part of a suite of plans that are required to manage the effects of construction of the Project on the environment, and that come under an overarching Construction Environmental Management Plan (CEMP). The CEMP will confirm final Project details, staging of Work, and detailed engineering design to ensure that the Project remains within the limits and standards approved under this designation and that the construction and operation activities avoid, remedy or mitigate adverse effects on the environment in accordance with the conditions of this designation, and any resource consents granted to assist the Requiring Authority in constructing the Project.</i></p> <p><i>The CEMP will also provide details of the responsibilities, reporting frameworks, coordination and management required for Project quality assurance; final detailed design; construction methodologies; timeframes and monitoring processes and procedures.</i></p> <p><i>The CEMP is required to be certified by the Greater Wellington Regional Council only, in accordance with the conditions of regional resource consents. Under those conditions, the CEMP is to be supplied to the Kāpiti Coast District Council for an initial consultation process, and then the final document is required to be supplied for information, and displayed in any site office.</i></p>
DC.8	<p>Where a management plan is required to be prepared in consultation with any third party, the Management Plan shall demonstrate how the views of that party (or parties) have been incorporated, and, where they have not, the reasons why.</p>
DC.9	<p>a) In the event of any dispute, disagreement or inaction arising as to any certification / approvals required by the designation conditions, or as to the implementation of, or monitoring required by the conditions, matters shall be referred in the first instance to the Manager and to the NZTA Regional State Highway Manager to determine a process of resolution.</p> <p>b) If a resolution cannot be agreed within 6 months of lodging the particular management plan, the matter may be referred to an independent appropriately qualified expert, agreeable to both parties, setting out the details of the matter to be referred for determination and the reasons the parties do not agree.</p> <p>c) The qualified expert shall be appointed within 10 working days of the NZTA or Kāpiti Coast District Council giving notice of their intention to seek expert determination. The expert shall, as soon as possible, issue a decision on the matter.</p> <p>Advice note: <i>the dispute resolution process above does not prejudice any party's right to take enforcement action in relation to the implementation of the designation conditions. However, the dispute resolution process will be applied before any formal enforcement action is taken by the Council, except in urgent situations.</i></p>
DC.10	<p>The Requiring Authority may request amendments to any of the management plans required by these conditions by submitting the amendments in writing to the Manager for certification at least 10 working days prior to any changes taking effect. Any changes to management plans shall remain consistent with the overall intent of the relevant management plan.</p>
DC.11	<p>a) The management plans shall be made available for public viewing at one or more of the Project site offices.</p> <p>b) Where practicable, electronic copies of the management plans shall be made available upon request.</p>
Communications and Public Liaison – Construction	
DC.12	<p>A liaison person shall be appointed by the Requiring Authority for the duration of the construction phase of the Project to be the main and readily accessible point of contact at all times for persons affected by the construction work. The Requiring Authority shall take appropriate steps to seek to advise all affected parties of the liaison person's name and contact details. If the liaison person will not be available for any reason, an alternative contact person shall be nominated, to seek to ensure that a project contact person is reasonably available by telephone during the construction phase of the Project.</p>

Ref	Draft conditions
DC.13	<p>a) Prior to the commencement of construction and/or enabling works, the Requiring Authority shall prepare and implement, a Stakeholder and Communications Management Plan (SCMP) that sets out procedures detailing how the public and stakeholders will be communicated with throughout the construction period. As a minimum, the SCMP shall include:</p> <ul style="list-style-type: none"> i) Details of a contact person available on site at all times during works. Contact details shall be prominently displayed at the entrance to the site(s) so that they are clearly visible to the public at all times. ii) Methods to consult on and to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding residential communities, and methods to deal with concerns raised about such hours. iii) Methods to record concerns raised about hours of construction activities and, where practicable, methods to so far as is practicable avoid particular times of day which have been identified as being particularly sensitive for neighbours. iv) Any stakeholder specific communication plans required v) Monitoring and review procedures for the Communication Plan vi) Details of communications activities proposed including: <ul style="list-style-type: none"> 1. Publication of a newsletter, or similar, and its proposed delivery area. 2. Newspaper advertising 3. Notification and consultation with individual property owners and occupiers with dwellings within 20 metres of construction activities. <p>b) The SCMP shall include linkages and cross-references to methods set out in other management plans where relevant. The SCMP shall be provided at least 15 working days prior to construction commencing, to the Manager and Community Liaison Group.</p>
DC.14	<p>a) The NZTA shall establish a Community Liaison Group(s) at least 30 working days prior to construction commencing in each of the following key construction areas:</p> <ul style="list-style-type: none"> – Northern Project area – Southern Project Area <p>b) The purpose of the Community Liaison Group(s) shall be to provide a regular forum through which information about the Project can be provided to the community, and an opportunity for concerns and issues to be raised with the Requiring Authority.</p> <p>c) The Community Liaison Group shall be open to all interested organisations within the Project area including, but not limited to the following groups:</p> <ul style="list-style-type: none"> – Kāpiti Coast District Council – Educational facilities within the project area (including schools, kindergartens, childcare facilities) – Community / environmental groups – Business groups – Community Boards <p>d) The Community Liaison Group(s) hold meetings at least once every three months throughout the construction period so that ongoing information can continue to be disseminated.</p>
DC.15	<p>The Requiring Authority shall provide the Manager with an updated schedule of construction activities at monthly intervals during the construction of the Project.</p>
Complaints	
DC.16	<p>a) At all times during construction work, the Requiring Authority shall maintain a permanent record of any complaints received alleging adverse effects from, or related to, the exercise of this designation. The record shall include:</p> <ul style="list-style-type: none"> i) the name and address (as far as practicable) of the complainant; ii) identification of the nature of the complaint; iii) location, date and time of the complaint and of the alleged event; iv) weather conditions at the time of the complaint (as far as practicable), and including wind direction and approximate wind speed if the complaint relates to air

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	<p>quality.</p> <ul style="list-style-type: none"> v) the outcome of the Requiring Authority's investigation into the complaint; vi) measures taken to respond to the complaint; and vii) Any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-Project construction, fires, traffic accidents or unusually dusty conditions generally. <ul style="list-style-type: none"> b) The Requiring Authority shall also keep a record of any remedial actions undertaken. c) This record shall be maintained on site and shall be made available to the Manager and Greater Wellington Regional Council, upon request. The Requiring Authority shall notify the Manager and Greater Wellington Regional Council in writing of any such complaint within 5 working days of the complaint being brought to the attention of the Requiring Authority.
Construction Traffic Management Plan	
DC.17	<ul style="list-style-type: none"> a) The draft Construction Traffic Management Plan (CTMP) submitted with the application (dated XXX 2012) shall be updated, finalised and submitted to the Manager for certification, at least 15 working days prior to commencement of construction of the Project. b) The certified CTMP shall confirm the procedures, requirements and standards necessary for managing the traffic effects during construction of the Project.
DC.18	<ul style="list-style-type: none"> a) Site Specific Traffic Management Plans (SSTMP) shall be prepared in consultation with the Kāpiti Coast District Council and provided to the Kāpiti Coast District Council nominated person at least 5 working days for a "minor" SSTMP and at least 10 working days for a "major" SSTMP prior to the commencement of work in that area, and shall describe the measures that will be taken to manage the traffic effects associated with the construction of specific parts of the Project prior to construction of the relevant part(s) of the Project commencing. In particular, SSTMPs shall describe, where appropriate: <ul style="list-style-type: none"> i) Temporary traffic management measures required to manage impacts on road users during proposed working hours; ii) Assessment of delays associated with the proposed closure/s and detour routes; iii) The capacity of any proposed detour route(s) and their ability to carry the additional traffic volumes likely to be generated as a result of the construction of the Project and any known safety issues associated with the detour route, including any mitigation measures the Requiring Authority proposes to put in place to address any identified safety issues; iv) Measures to maintain existing vehicle access to adjacent properties and businesses; v) Measures to maintain safe and clearly identified pedestrian and cyclist access on roads and footpaths adjacent to the construction works. Where detours are necessary to provide such access the Requiring Authority shall provide for the shortest and most convenient detours which it is reasonably practicable to provide, having regard to safety; vi) Measures to maintain passenger transport services and facilities; vii) Any proposed temporary changes in speed limit; viii) Provision for safe and efficient access of construction vehicles to and from construction site(s); ix) The measures that will be undertaken by the Requiring Authority to communicate traffic management measures to affected road users and stakeholders. b) For the purposes of this condition, a "minor" SSTMP shall be defined as involving works of 5 or fewer days in duration, and a "major" SSTMP shall be defined as involving works of more than 5 days in duration.
DC.19	<ul style="list-style-type: none"> a) SSTMP(s) shall be prepared following consultation with the following key stakeholders: <ul style="list-style-type: none"> i) Emergency services (police, fire and ambulance). ii) Public health services iii) Schools, childcare centres and other educational activities with frontage or access to roads which works in relation to the Project will take place.

Ref	Draft conditions
	b) Results of this consultation and responses from key stakeholders to any matters should be specified in the relevant SSTMP.
DC.20	The CTMP and SSTMP(s) shall be consistent with the version of the NZ Transport Agency Code of Practice for Temporary Traffic Management (COPTTM) which applies at the time the CTMP or the relevant SSTMP is prepared. Where it is not possible to adhere to this standard, the COPTTM's prescribed Engineering Exception Decision (EED) process will be followed, which will include appropriate mitigation measures agreed with the Road Asset Manager.
DC.21	The CTMP and SSTMP(s) shall be reviewed, by a suitably qualified independent person, prior to being submitted to the Council for certification. Any comments and inputs received from the independent reviewer shall be clearly documented, along with clear explanation of where any comments have not been incorporated and the reasons why.
DC.22	The Requiring Authority shall appoint an independent party to carry out random auditing of temporary road closure/s in accordance with COPTTM at regular intervals throughout the construction of the Project. The intervals shall be stated in the CTMP. A copy of the findings of each audit shall be provided to the Manager.
DC.23	Prior to the commencement of the Project, or any enabling works, the Requiring Authority shall undertake a pre-construction condition survey of the carriageway/s along those local roads affected by the Project for which the Council is the road controlling authority and submit it to the Manager and the Road Asset Manager. The condition survey shall consist of a photographic or video record of the carriageway, and shall include roughness, rutting defects and surface condition.
DC.24	The Requiring Authority shall contribute fair and reasonable costs toward the maintenance of Otaihanga Road caused by the increased heavy vehicle movements related to the construction of the Project. The Requiring Authority shall carry out regular inspections of the road networks affected by the Project during construction to ensure that all potholes and other damage resulting from the construction of the Project are identified as soon as practicable.
DC.25	As soon as practicable following completion of construction of the Project the Requiring Authority shall, at its expense, conduct a post-construction condition survey of the road network affected by the Project. The results of the pre and post construction surveys will be compared and where necessary, the Requiring Authority shall at its expense arrange for repair of any damage to the carriageways and footpaths (and associated road components), for which the Council is the road controlling authority, where that damage has resulted from the impacts of construction of the Project.
Construction Dust Management	
DC.26	<p>a) The NZTA shall finalise and implement, through the CEMP, the Construction Air Quality Management Plan (CAQMP) submitted with the application. The purpose of the CAQMP shall be to establish procedures for monitoring the discharge of particulates into the air during construction, methods to be used to limit dust and odour nuisance, and procedures for responding to any complaints and events.</p> <p>b) The CAQMP shall be provided to the Manager, at least 15 working days prior to bulk earthworks being undertaken for review and certification that the CAQMP includes the following details:</p> <ul style="list-style-type: none"> i) Visual monitoring of dust emissions; ii) Methods to be used to limit dust and odour nuisance iii) Procedures for responding to process malfunctions and accidental dust discharges; iv) Criteria, including consideration of weather conditions and procedures for use of water sprays on stockpiles and operational areas of the site; v) Continuous Monitoring of Total Suspended Particulate (TSP) concentrations and meteorology; vi) Monitoring of the times of offensive odour emissions from the ground; vii) Procedures for responding to discharges of odour (including in the event of excavation of contaminated sites); viii) Monitoring of construction vehicle maintenance;

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	ix) Process equipment inspection, maintenance, monitoring and recording; x) Complaints investigation, monitoring and reporting; and xi) The identification of staff and contractors' responsibilities.																																																			
DC.27	The NZTA shall review the CAQMP at least annually and as a result of any material change to the Project. Any consequential changes will be undertaken in accordance with Condition DC.10.																																																			
DC.28	Unless expressly provided for by conditions of this designation, there shall be no odour, dust or fumes beyond the site boundary caused by discharges from the site which, in the opinion of an enforcement officer, is noxious, offensive or objectionable.																																																			
DC.29	Beyond the site boundary there shall be no hazardous air pollutant caused by discharges from the site that causes, or is likely to cause, adverse effects on human health, environment or property.																																																			
Noise and Vibration Management – Construction																																																				
DC.30	<p>The Requiring Authority shall implement the noise management and mitigation measures identified in the certified CVNMP. Construction noise shall, as far as practicable, be made to comply with the following criteria in accordance with NZS6803:1999:</p> <p>Residential receivers</p> <table border="1"> <thead> <tr> <th rowspan="2">Time of week</th> <th rowspan="2">Time period</th> <th colspan="2">dB</th> </tr> <tr> <th>L_{Aeq(T)}</th> <th>L_{Amax}</th> </tr> </thead> <tbody> <tr> <td rowspan="4">Weekdays</td> <td>0630-0730</td> <td>55</td> <td>75</td> </tr> <tr> <td>0730-1800</td> <td>70</td> <td>85</td> </tr> <tr> <td>1800-2000</td> <td>65</td> <td>80</td> </tr> <tr> <td>2000-0630</td> <td>45</td> <td>75</td> </tr> <tr> <td rowspan="4">Saturdays</td> <td>0630-0730</td> <td>45</td> <td>75</td> </tr> <tr> <td>0730-1800</td> <td>70</td> <td>85</td> </tr> <tr> <td>1800-2000</td> <td>45</td> <td>75</td> </tr> <tr> <td>2000-0630</td> <td>45</td> <td>75</td> </tr> <tr> <td rowspan="4">Sundays and public holidays</td> <td>0630-0730</td> <td>45</td> <td>75</td> </tr> <tr> <td>0730-1800</td> <td>55</td> <td>85</td> </tr> <tr> <td>1800-2000</td> <td>45</td> <td>75</td> </tr> <tr> <td>2000-0630</td> <td>45</td> <td>75</td> </tr> </tbody> </table> <p>Industrial and commercial receivers</p> <table border="1"> <thead> <tr> <th>Time period</th> <th>dB L_{Aeq(T)}</th> </tr> </thead> <tbody> <tr> <td>0730-1800</td> <td>70</td> </tr> <tr> <td>1800-0730</td> <td>75</td> </tr> </tbody> </table> <p>(T) means a duration between 15 minutes and 60 minutes, in accordance with NZS6803:1999.</p> <p>Where the criteria set out above cannot be met, the process of Condition DC.32 shall be followed.</p>	Time of week	Time period	dB		L _{Aeq(T)}	L _{Amax}	Weekdays	0630-0730	55	75	0730-1800	70	85	1800-2000	65	80	2000-0630	45	75	Saturdays	0630-0730	45	75	0730-1800	70	85	1800-2000	45	75	2000-0630	45	75	Sundays and public holidays	0630-0730	45	75	0730-1800	55	85	1800-2000	45	75	2000-0630	45	75	Time period	dB L _{Aeq(T)}	0730-1800	70	1800-0730	75
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DC.31	<p>The Requiring Authority shall implement the vibration management and mitigation measures identified in the certified CVNMP. Construction vibration shall, as far as practicable, be made to comply with the following criteria in accordance with the draft NZTA vibration guide:</p> <table border="1"> <thead> <tr> <th>Receiver</th> <th>Details</th> <th>Category A</th> <th>Category B</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Occupied dwellings</td> <td>Night-time 2000h - 0630h</td> <td>0.3 mm/s PPV</td> <td>1 mm/s PPV</td> </tr> <tr> <td>Daytime 0630h - 2000h</td> <td>1 mm/s PPV</td> <td>5 mm/s PPV</td> </tr> <tr> <td>Other occupied buildings*</td> <td>Daytime 0630h - 2000h</td> <td>2 mm/s PPV</td> <td>5 mm/s PPV</td> </tr> <tr> <td>All other buildings</td> <td>Vibration – continuous**</td> <td>5 mm/s PPV</td> <td>50% of Line 2 values in Table B.2 of BS 5228-2:2009</td> </tr> </tbody> </table> <p>* 'Other occupied buildings' is intended to include daytime workplaces such as offices, community centres etc., and not industrial buildings. Schools, hospitals, rest homes etc. would fall under the occupied dwellings category.</p> <p>** This line addresses 'continuous' or 'long-term' vibration as there are no construction machinery proposed which produces transient vibration.</p> <p>a) Measurements of construction vibration shall be undertaken in accordance with German Standard DIN 4150-3:1999 "Structural Vibration Part 3: Effects of vibration on structures".</p> <p>b) If measured or predicted vibration levels exceed the Category A criteria then a suitably qualified expert shall be engaged to assess and manage construction vibration and to comply with the Category A criteria. If the Category A criteria cannot be practicably achieved, the Category B criteria shall be applied.</p> <p>c) If measured or predicted vibration levels exceed Category B criteria, then construction activity shall only proceed if there is continuous monitoring of vibration levels and effects on buildings at risk of exceeding the Category B criteria, by suitably qualified experts.</p> <p>d) Where the Category B criteria set out above cannot be met, the process of Condition DC.33 shall be followed.</p>	Receiver	Details	Category A	Category B	Occupied dwellings	Night-time 2000h - 0630h	0.3 mm/s PPV	1 mm/s PPV	Daytime 0630h - 2000h	1 mm/s PPV	5 mm/s PPV	Other occupied buildings*	Daytime 0630h - 2000h	2 mm/s PPV	5 mm/s PPV	All other buildings	Vibration – continuous**	5 mm/s PPV	50% of Line 2 values in Table B.2 of BS 5228-2:2009
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DC.32	<p>a) Where the criteria of Condition DC.30 cannot practicably be met, the Requiring Authority shall prepare Site Specific Construction Noise Management Plans (SSCNMPs) in accordance with the CVNMP. The SSCNMP shall describe site specific noise management and mitigation measures required, which shall be in addition to the general mitigation measures noted in the CVNMP.</p> <p>b) Each SSCNMP shall be submitted to the Manager for certification at least 5 working days prior to the relevant construction activity commencing.</p>																			
DC.33	<p>a) Where the Category B criteria of Condition DC.31 cannot practicably be met, the Requiring Authority shall prepare Site Specific Vibration Management Plans (SSVMPs) in accordance with the certified CNVMP. The SSVMP shall describe site specific vibration risks and mitigation measures required, which shall be in addition to the general mitigation measures noted in the certified CVNMP.</p>																			

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	b) Each SSCVMP shall be submitted to the Manager for certification at least 5 working days prior to the relevant construction activity commencing.
DC.34	Prior to the commencement of Project construction operations, a detailed pre-construction building condition survey of at-risk buildings, services and structures (as identified in the certified CNVMP) shall be conducted by a suitably qualified engineer. A report of each survey shall be forwarded to the Manager within one week of the assessment.
DC.35	<p>a) At least 2 working days prior to commencement of works within any construction area the Requiring Authority shall seek to ensure that:</p> <ol style="list-style-type: none"> i) If night works (works between the hours of 2000h and 0630h) are proposed to be undertaken, the occupiers of properties within 100m of the construction area (are provided with written notification of the scheduled works, including any advice for reducing internal noise levels); ii) the occupiers of properties within 100m of the construction area are provided written notification of the scheduled works; iii) the occupiers of properties within 50m of the construction area are provided individual written notification of the schedule works with the opportunity offered for discussions on a case by case basis, if requested. <p>b) Reasonable attempts are to be made to directly engage with the occupiers of properties within 20m of the construction area to discuss the proposed construction works.</p>
DC.36	The detailed design of any structural construction noise or vibration mitigation measures (e.g. temporary construction noise barriers) as identified in the certified CVNMP shall be undertaken by a suitably qualified acoustics specialist, and shall be implemented prior to commencement of construction in within 100m of such mitigation.
DC.37	Where practicable, permanent (traffic) noise barriers, required as Detailed Mitigation Options for operational noise following completion of the Project (in accordance with Conditions DC.39 - DC.40 shall be erected prior to noise generating construction works commencing within 100 metres of the relevant PPFs. Where this is not practicable, temporary noise mitigation measures shall be implemented in accordance with the CNVMP as set out in Condition DC.36 above.
Noise and Vibration Management – Operation	
DC.38	<p>For the purposes of Conditions DC.39 – DC.48, the following terms will have the following meanings:</p> <ul style="list-style-type: none"> ■ BPO – means Best Practicable Option ■ Building-modification Mitigation – has the same meaning as in NZS6806:2010 ■ Habitable space – has the same meaning as in NZS6806:2010 ■ Noise Criteria Categories – means groups of preference for time-averaged sound levels established in accordance with NZS6806:2010 when determining the selected mitigation option considered to be the BPO; i.e. Category A – primary noise criterion, Category B – secondary noise criterion, Category C – internal noise criterion. ■ NZS6806:2020 – means NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads. ■ PPFs – has the same meaning as in NZS6806:2010, and are generally identified in green, yellow or red in Appendix B of Technical Report 15. ■ Sector – means Sectors 1 to 4 of the Project as set out in the AEE. ■ Structural Mitigation – has the same meaning as in NZS6806:2010, which includes bunds and low noise road surfaces; ■ Traffic Noise Assessment – means Technical Report 15 submitted as part of the AEE for this Designation.
DC.39	<p>The detailed design of any structural mitigation measures shall be undertaken by a suitably qualified acoustics specialist prior to construction of the Project, and, subject to Condition DC.40, shall include, as a minimum, the following:</p> <ol style="list-style-type: none"> a) The location, length and height of noise barriers in general accordance with Appendix B of the traffic noise assessment; and b) A requirement that Open Graded Porous Asphalt ("OGPA") or equivalent low-noise

Ref	Draft conditions
	generating road surface be used in general accordance with Appendix B of the traffic noise assessment.
DC.40	<p>a) Where the design of the Detailed Mitigation Measures identifies a need to revise the noise mitigation measures as identified in Technical Report 15, EN-NV-020 to EV-NV-094 (for example, because it is not practicable to implement a particular mitigation in the same location, length, or height), the Requiring Authority shall submit the revised Detailed Mitigation Measures to the Council to certify either:</p> <ul style="list-style-type: none"> i) If the design of the Structural Mitigation could be changed and the measure would still achieve the same Identified Category at all relevant PPFs, that the changed Structural Mitigation would be consistent with adopting the BPO in accordance with NZS6806:2010, the Detailed Mitigation Options may include the changed Structural Mitigation measures, or ii) If the changed design of the Structural mitigation would change the Noise Criteria Category at any PPF to a less stringent Noise Criteria Category, that the changed Structural Mitigation measure would be consistent with adopting the BPO in accordance with NZS6806:2010. <p>b) The information submitted with the Detailed Mitigation Measures shall include information to demonstrate that:</p> <ul style="list-style-type: none"> i) The Best Practicable Option process was followed, involving acoustic, landscape, urban design, and other relevant expertise; and ii) The principles of the Landscape and Urban Design Framework (Technical Report 5) were applied.
DC.41	<p>a) The Requiring Authority shall implement the traffic noise mitigation measures identified as the "Selected Mitigation Options" in Appendix B of the Traffic Noise Assessment as part of the Project, in order to achieve the Noise Criteria Categories indicated in Appendix B ("Identified Categories"), where practicable and subject to Conditions DC.39 - DC.40 above.</p> <p>b) The Detailed Mitigation options shall be implemented prior to completion of construction of the Project.</p>
DC.42	Prior to construction of the Project, a suitably qualified acoustics specialist shall identify those PPFs which, following implementation of all the structural mitigation measures included in the Detailed Mitigation Options, are not in Noise Criteria Categories A or B and where Building-modification Mitigation may be required to achieve 40 dB $L_{Aeq(24h)}$ inside habitable spaces ("Category C Buildings").
DC.43	<p>a) Prior to commencement of construction of the Project in the vicinity of a Category C Building, the Requiring Authority shall write to the owner of each Category C Building seeking access to such building for the purpose of measuring internal noise levels and assessing the existing building envelope in relation to noise reduction performance.</p> <p>b) If the owner(s) of the Category C Building approve the Requiring Authority's access to the property within 12 months of the date of the Requiring Authority's letter (sent pursuant to Condition DC.43a), then no more than six months prior to commencement of construction of the Project in any Sector, the Requiring Authority shall instruct a suitably qualified acoustics specialist to visit the building to measure internal noise levels and assess the existing building envelope in relation to noise reduction performance.</p>
DC.44	<p>a) Where a Category C Building is identified, the Requiring Authority shall be deemed to have complied with Condition DC.43 above where:</p> <ul style="list-style-type: none"> i) The Requiring Authority (through its acoustics specialist) has visited the building; or ii) The owner of the Category C Building consented to the Requirement Authority's request for access, but the Requiring Authority could not gain entry for some reason (such as entry being denied by a tenant); or iii) The owner of the Category C Building did not approve the Requiring Authority's access to the property within the time period set out in Conditions DC.43b) (including where the owner(s) did not respond to the Requiring Authority's letter (sent pursuant to Condition DC.43a) within that period)); or iv) The owner of the Category C Building cannot, after reasonable enquiry, be found

Ref	Draft conditions
	<p>prior to completion of construction of the Project.</p> <p>b) If any of (ii) to (iv) above apply to a particular Category C Building, the Requiring Authority shall not be required to implement any Building-modification Mitigation at that Category C Building.</p>
DC.45	<p>Subject to Condition DC.44, within six months of the assessment required under Condition DC.43b), the Requiring Authority shall give notice to the owner of each PPF identified under Condition DC.42:</p> <p>a) Advising of the options available for Building-modification Mitigation to the building; and</p> <p>b) Advising that the owner has three months within which to decide and advise the Requiring Authority whether to accept Building- modification Mitigation for the building, and if the Requiring Authority has advised the owner that more than one option for Building-modification Mitigation is available, to advise the Requiring Authority which of those options the owner prefers.</p>
DC.46	<p>Once an agreement on Building- Requiring Authority and the owner of an affected building, the mitigation shall be implemented in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.</p>
DC.47	<p>Subject to Condition DC.46, where Building-modification Mitigation is required, the Requiring Authority DC.43(b) above where:</p> <p>a) The Requiring Authority has completed Building-modification Mitigation to the Category C Building; or</p> <p>b) The owner(s) of the Category C Building did not accept the Requiring Authority's offer to implement Building-modification Mitigation prior to the expiry of the timeframe stated in Condition DC.43b) above (including where the owner(s) did not respond to the Requiring Authority within that period); or</p> <p>c) The owner of the Category C Building cannot, after reasonable enquiry, be found prior to completion of construction of the Project.</p>
DC.48	<p>The Requiring Authority shall manage and maintain the Detailed Mitigation Options to ensure that, to the extent practicable, those mitigation measures retain their noise reduction performance.</p>
DC.49	<p>The NZTA policy for road roughness shall be applied in order to minimise the risk of operation vibration issues</p>
DC.50	<p>a) Prior to construction, the Requiring Authority shall arrange for a suitably qualified and experienced acoustics specialist approved by the Manager to undertake a minimum of 8 (eight) representative measurements of ambient noise levels. Measurements shall be undertaken in accordance with the requirements of section 5.2 of NZS6806:2010.</p> <p>b) Following completion of the work, the NZTA shall arrange for a suitably qualified and experienced acoustics specialist approved by the Manager to undertake traffic noise monitoring at the same sites surveyed in Condition DC.50a) above, within 2 to 3 years following completion of construction of the Project. Measurements shall be undertaken in accordance with the requirements of section 5.2 of NZS6806:2010.</p> <p>c) The results of the noise level monitoring undertaken in accordance with Conditions DC.50a) and b) above shall be used to verify the computer noise model of the Detailed Mitigation Options. A report describing the findings of the verification shall be provided to the Manager within one month of it being completed.</p>
Hazardous Substances Management Plan	
DC.51	<p>a) The Requiring Authority shall finalise, submit and implement through the CEMP, the Hazardous Substances Management Plan (HSMP) to be submitted to the Manager for certification at least 15 working days prior to works commencing.</p> <p>b) The purpose of HSMP is:</p> <ol style="list-style-type: none"> i) to provide information to the contractor in regard to acceptable management methodologies to incorporate during construction; and ii) to provide information to the Regional Council and Kāpiti Coast District Council to demonstrate that the risks of storing and using hazardous substances within the Project area will be appropriately managed by the Requiring Authority. <p>c) The HSMP shall include information relating to:</p>

Ref	Draft conditions
	<ul style="list-style-type: none"> i) implementation and operating procedures including the keeping of a hazardous substances register and preparation of a spill response plan; ii) monitoring requirements; and iii) review procedures
Network Utilities Management Plan	
DC.52	The Requiring Authority shall prepare and implement a Network Utilities Management Plan (NUMP) so that enabling works, design and construction of the Project adequately take account of, and include measures to address, the safety, integrity, protection or, where necessary, relocation of, existing network utilities.
DC.53	<p>The NUMP shall be prepared in consultation with the relevant infrastructure providers who have existing network utilities that are directly affected by the Project and shall include:</p> <ul style="list-style-type: none"> a) Measures to be used to accurately identify the location of existing network utilities, b) Measures for the protection, relocation and/or reinstatement of existing network utilities; c) Measures to seek to ensure the continued operation and supply of infrastructure services which may include, but not be limited to, any new or relocated gas pipes being made operational prior to the termination of existing gas lines; d) Measures to provide for the safe operation of plant and equipment, and the safety of workers, in proximity to live existing network utilities; e) Measures to manage potential induction hazards to existing network utilities; f) Earthworks management (including depth and extent of earthworks), for earthworks in close proximity to existing network utility; g) Vibration management for works in close proximity to existing network utility; and h) Emergency management procedures in the event of any emergency involving existing network utilities.
Landscape Management Plan	
DC.54	<ul style="list-style-type: none"> a) The Requiring Authority shall revise and finalise the Landscape Management Plan (LMP) for the Project. b) The purpose of the LMP is to outline the methods and measures to be implemented during the construction phase and for a defined period thereafter to avoid, remedy and mitigate adverse effects of the permanent works on landscape amenity. The LMP shall document the permanent mitigation measures, as well as the the necessary monitoring and management required to successfully implement those measures during the construction phase and the transition to the operational phase of the Expressway. c) The LMP shall be prepared in consultation with: <ul style="list-style-type: none"> • Te Ati Awa ki Whakarongotai and Takamore Trust; • Te Rūnanga O Toa Rangātira Inc, where the works are within or directly affect Queen Elizabeth Park; • the Greater Wellington Regional Council where works are within or directly adjacent to Queen Elizabeth Park or Waikanae River corridor; • As relevant, Friends of Queen Elizabeth Park, Friends of Wharemauku Stream, Friends of Waikanae River; and • the Council. <p>This consultation shall commence at least 30 working days prior to submission of the finalised LMP to the Council. Any comments and inputs received from the parties listed above shall be clearly documented, along with clear explanation of where any comments have not been incorporated and the reasons why.</p> d) The LMP shall provide information how the following outcomes will be achieved: <ul style="list-style-type: none"> i) The integration of the Project's permanent works, including earthworked areas, structures and noise attenuation measures, into the surrounding landscape and topography; ii) The mitigation of the visual effects of the Expressway on properties in the immediate vicinity through landscape works within land acquired for the Project; iii) The retention or relocation of significant existing trees, or their replacement of their retention or relocation is not practicable;

Ref	Draft conditions
	<ul style="list-style-type: none"> iv) The retention of areas of regenerating indigenous vegetation; v) The proposed maintenance of plantings, including the re placement of unsuccessful plantings; and vi) Coordination of landscape works with ecology works, including those required for stream diversion and permanent stormwater control ponds.
DC.55	<ul style="list-style-type: none"> a) The LMP shall be prepared by suitably qualified and experienced landscape architect, and shall implement: <ul style="list-style-type: none"> i) the principles and outcome sought by the Landscape and Urban Design Framework (Technical Report 5); and ii) the landscape plans submitted as part of the Visual And Landscape Assessment (Technical Report 7). and shall be prepared in accordance with: <ul style="list-style-type: none"> iii) Transit New Zealand’s Guidelines for Highway Landscaping (dated September 2002) – or any subsequent updated version; iv) Transit New Zealand’s “Urban Design Implementation Principles (2006)” – or any subsequent updated version; and v) AUSTROADS standards where these are relevant to pedestrian and cycle paths. b) The LMP shall be consistent with the Ecological Management Plan (EMP) that is required to be certified under the regional consent conditions.
DC.56	<p>The Requiring Authority shall submit a copy of the draft Landscape Management Plan required by Condition DC.54 to the Regional Council for comment at least 15 working days before it is submitted to the Manager for certification. Any comments received shall be supplied to the Manager when the Landscape Management Plan is submitted, along with a clear explanation of where any comments have not been incorporated and the reasons why.</p>
DC.57	<p>The LMP shall include details of landscape design, including the following matters:</p> <ul style="list-style-type: none"> a) Identification of vegetation to be retained, including retention of as many as practicable significant trees and areas of regenerating indigenous vegetation; b) Protection measures for vegetation to be retained, and make good planting along cleared edges; c) Proposed planting including plant species, plant/grass mixes, spacing/densities, sizes (at the time of planting) and layout and planting methods including trials; d) Planting programme – the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each stage of the Project; e) Detailed specifications relating to (but not limited to) the following: <ul style="list-style-type: none"> i. Vegetation protection (for desirable vegetation to be retained); ii. Weed control and clearance; iii. Pest animal management; iv. Ground preparation; v. Mulching; and vi. Plant supply and planting, including hydroseeding and grassing – which shall require: <ul style="list-style-type: none"> 1. Any planting to reflect the natural plant associations of the area; 2. Where practicable, the use of mixes of plant which are of a suitable richness and diversity to encourage self-sustainability once established; and 3. Any native plants to, so far as practicable, be genetically sourced from the relevant Ecological District; f) A maintenance regime including monitoring and reporting requirements, which is to apply for the three years following that planting being undertaken; g) Landscape treatment for noise barriers; h) Landscape treatment for pedestrian and cycle facilities; i) Consideration of: <ul style="list-style-type: none"> • The landscape character of the area; • The integration of the works into the natural environment, including streams;

Ref	Draft conditions
	<p style="text-align: center;">and</p> <ul style="list-style-type: none"> • <i>Crime Prevention Through Environmental Design</i> (CPTED) principles in urban areas.
DC.58	In order to confirm that the LMP is consistent with the ecological management measures in the EMP, the certified EMP required under the regional resource consents shall be submitted to the Council for information at the same time.
DC.59	The Requiring Authority shall submit the Landscape Management Plan to the Manager for certification in respect of Conditions DC.54 and DC.58 at least 15 working days before the commencement of construction.
Archaeology and Heritage	
DC.60	<p>The Requiring Authority, in consultation with, Te Rūnanga o Ati Awa ki Whakarongotai Inc, Takamore Trust, the New Zealand Historic Places Trust, and, in respect of Queen Elizabeth Park, Te Rūnanga O Toa Rangātira, shall prepare an Accidental Discovery Protocol to be implemented in the event of accidental discovery of cultural or archaeological artefacts or features during the construction of the Project in areas of swamp or wetland not covered by archaeological authorities obtained under Part 1 of the Historic Places Act 1993. This protocol shall be submitted to the Manager at least 15 working days prior to any construction or enabling Work commencing on the Project. The protocol shall include, but need not be limited to:</p> <ol style="list-style-type: none"> a) Training procedures for all contractors regarding the possible presence of cultural or archaeological sites or material, what these sites or material may look like, and the relevant provisions of the Historic Places Act 1993 if any sites or material are discovered; b) Parties to be notified in the event of an accidental discovery shall include, but need not be limited to Te Rūnanga o Ati Awa ki Whakarongotai Inc, Takamore Trust, Te Rūnanga O Toa Rangātira (in respect of Queen Elizabeth Park), the New Zealand Historic Places Trust, GWRC, KCDC and, if koiwi are discovered, the New Zealand Police; c) Procedures to be undertaken in the event of an accidental discovery (these shall include immediate ceasing of all physical works in the vicinity of the discovery); and d) Procedures to be undertaken before work under this designation may recommence in the vicinity of the discovery. These shall include allowance for appropriate tikanga (protocols), recording of sites and material, recovery of any artefacts, and consulting with Te Rūnanga o Ati Awa ki Whakarongotai Inc, Takamore Trust, Te Rūnanga O Toa Rangātira (in respect of Queen Elizabeth Park) and the New Zealand Historic Places Trust prior to recommencing works in the vicinity of the discovery. <p><i>Advice Note:</i> <i>The Requiring Authority will be seeking separate archaeological authorities from the New Zealand Historic Places Trust under section 12 of the Historic Places Act 1993, prior to the commencement of construction. The authorities are likely to include requirements for detailed investigations and monitoring effects and are also likely to require the preparation of an HMP (or an Archaeological Management Plan).</i></p>
DC.61	<p>Following completion of construction works the Requiring Authority shall, in consultation with Te Rūnanga o Ati Awa ki Whakarongotai Inc, the Takamore Trust, the Kāpiti Coast District Council and the New Zealand Historic Places Trust and where any investigations have been undertaken in accordance with any archaeological authorities granted under Part 1 of the Historic Places Act based on the information obtained as part of those investigations, undertake for public information and educational purposes;</p> <ol style="list-style-type: none"> a) The preparation of a series of fixed interpretive signs and the placement of those signs at culturally and/or archaeologically significant or strategic locations adjacent to the combined pedestrian footpath/cycleway; b) The preparation of a complimentary set of portable interpretive panels to be supplied to the Kāpiti Coast District Council for use and distribution; c) The preparation of a booklet that provides an overview of the history of occupation on the Kāpiti Coast; d) A series of open days associated with any archaeological field investigations.
Cultural Heritage	
DC.62	Prior to the Expressway becoming operational, the Requiring Authority shall write to the

Ref	Draft conditions
	Takamore Trust offering to commission a detailed geophysical survey of the extent of the Takamore urupa. If the Takamore Trust confirms to the Requiring Authority that it agrees to them undertaking the survey within 1 year of the Requiring Authority making the written offer to the Trust, the Requiring Authority shall undertake the survey and supply the Takamore Trust with a copy of the information derived from the survey as soon as reasonably practicable following completion of the survey.
Lighting	
DC.63	Lighting shall be designed and screened to minimise the amount of lighting overspill and illumination of residential areas, and shall demonstrate that: a) All motorway lighting shall be designed in accordance with "Road lighting Standard AS/NZS1158"; and b) All other lighting shall be designed in accordance with the relevant rules of the District Plan.