

## Schedule of Designations - Appendices

The following provide legal description and Gazette Notice references for the larger designated sites and details of conditions applicable to specific designations which are identified in the Schedule of Designations. They are included as an appendix owing to the number of the relevant legal descriptions and conditions. Reference should be made to the relevant entry in the Schedule

APPENDIX A: Wellington Prison (Minister of Corrections – K1): Legal Description and Gazette Notice Details and Aerial Photograph Showing where Condition Applies

APPENDIX B: Mt Cook Primary School (Minister of Education - E32): Legal Description and Gazette Notice Details

APPENDIX C: Wellington High School and Community Institute (Minister of Education - E68): Legal Description and Gazette Notice Details

APPENDIX D: *(Removed February 2021)*

APPENDIX E: Various Schools (Minister of Education): Heritage and Sunlight Access Conditions

APPENDIX F: Wellington International Airport Airspace Designation (Wellington International Airport Limited – G2): Conditions

APPENDIX G: State Highway (Inner City Bypass - Stage 2) (Transit New Zealand – H2): Terms and Conditions

APPENDIX H: Government House (The Prime Minister – Q1): Full Title of Designation. Legal Description and Conditions

APPENDIX I: Broadcasting and Communications – Mt Kaukau (Broadcasting Communications Limited – B1): Map Showing Where Conditions Apply

APPENDIX J: Wilton Substation (Transpower New Zealand Limited – F2): Conditions

APPENDIX K: Wellington District Court (Minister for Courts– J1): Conditions

APPENDIX L: Moa Point Drainage and Sewage Treatment (Wellington City Council– 58): Details and Conditions

APPENDIX M: Carey's Gully Landfill Designation (Wellington City Council – 61): Site Development

APPENDIX N: Mid-Grenada Landfill Designation (Wellington City Council – 62): Site Development

APPENDIX O: Metservice Designation (Meteorological Service of New Zealand Limited – M1): Details and Conditions

APPENDIX P: Wellington Railway Station (Tranz Rail Limited – R4): Conditions

APPENDIX Q: State Highway 1 (Ngauranga Gorge North) (Transit New Zealand – H1): Conditions

APPENDIX R: Various Telephone Exchanges (Telecommunication and Radiocommunication Facilities) (Telecom New Zealand): Conditions

APPENDIX S: *(Removed November 2013)*

APPENDIX T: Seatoun School and Kindergarten Designation (Minister of Education), Former Fort Dorset Site, Seatoun: Site Specific Conditions

APPENDIX U: Wellington International Airport Ltd. Runway End Safety Area Extension (Southern): Conditions and Outline Plans

APPENDIX V: *(Removed November 2013)*

APPENDIX W: *Supreme Court Designation Conditions*

APPENDIX X: Churton Park Primary School and Early Childhood Education and Care Service Conditions

APPENDIX Y: Wellington City Council Northwest Connector Westchester Drive to Middleton Road

APPENDIX Z: Transmission Gully Main Alignment Designation (H9) and Kenepuru Link Road Designation (H10) (New Zealand Transport Agency): Details and Conditions

APPENDIX AA: Grenada Village Substation (Wellington Electricity Lines)

APPENDIX AB: Prince of Wales/Omāroro Reservoir (Wellington City Council - 135): Designation Conditions

APPENDIX AC: Wellington International Airport Ltd. Airport Purposes Designation (Miramar South Area): Conditions and Outline Plans

APPENDIX AD: Te Ara Tupua – Ngā Ūranga to Pito-one shared path: Conditions

APPENDIX AE: Wellington Girls' College (Minister of Education): Site Specific Conditions

APPENDIX AF: Wellington International Airport Ltd. Airport Purposes Designation (Main Site Area – G5): Conditions

APPENDIX AG: Wellington International Airport Ltd. Airport Purposes Designation (East Side Area – G6): Conditions

## **Appendix A: Wellington Prison (Minister of Corrections - K1): Legal Description and Gazette Notice Details and Aerial Photograph Showing Where Condition Applies**

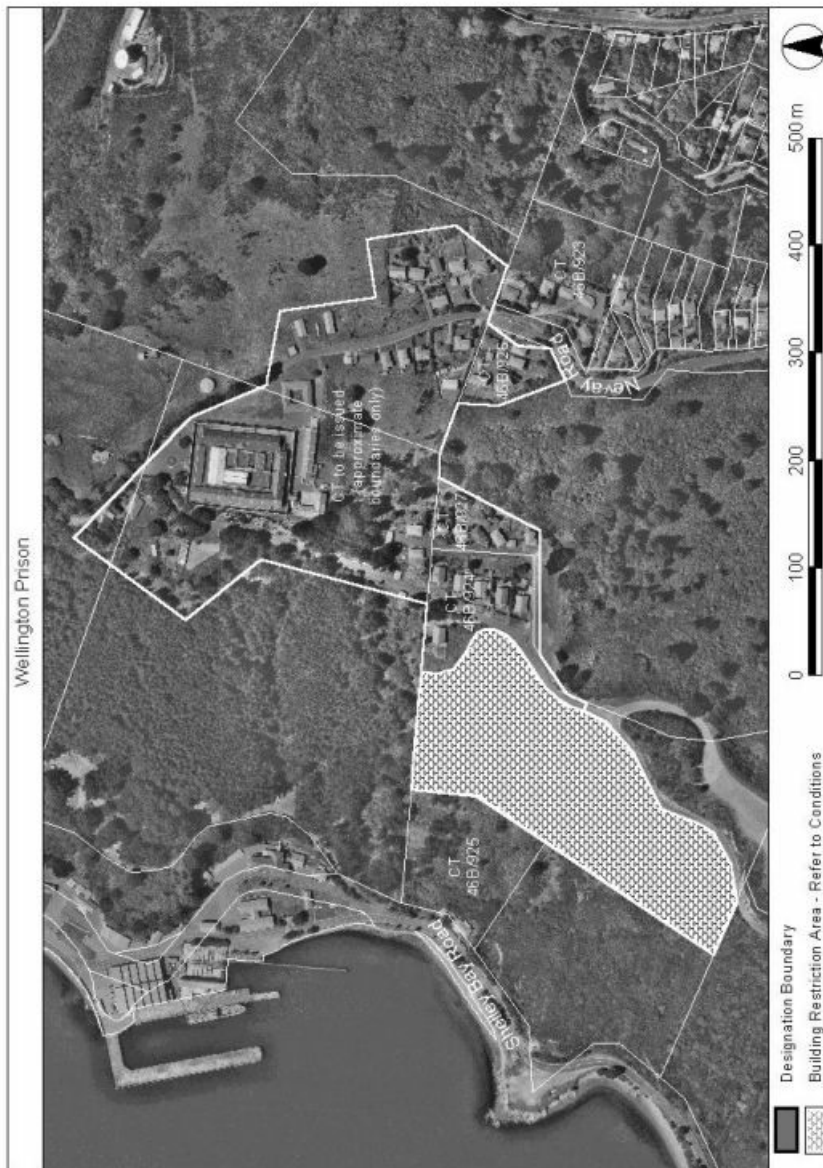
### Legal Descriptions

Pt Lot 1, DP 8458 – CT 46B/924

Pt Lot 1, DP 4741 – CT 46B/926

Pt Lot 1, DP 4741 – CT 46B/927

SO 37939 – CT to be issued.



### Appendix B: Mt Cook Primary School (Minister of Education - E32): Legal Description and Gazette Notice Details

Sections 151 & 152, Town of Wellington 1952 pg 1087 Reserved for General Education  
 Part Sections 234 & 235, Town of Wellington Education Board, District of Wellington  
 Part Sections 234 & 235, Town of Wellington 1924, pg 706 Proc. 1414 SO17896 Public School  
 Lots 1 and 2, DP 7329 Education Board, District of Wellington  
 Part Section 235, Town of Wellington Education Board District of Wellington  
 Lots 1 & 2, DP 4351 Education Board District of Wellington  
 Part Section 235, Town of Wellington 1927, pg 646 (Proc. 1679) SO18324 Public School  
 Part Section 236, Town of Wellington 1953 pg 1536 (Proc. 4908) Public School  
 Part Sections 235, 236, Town of Wellington Education Board District of Wellington  
 Part Section 236, Town of Wellington Education Board District of Wellington

### Appendix C: Wellington High School and Community Institute (Minister of Education - E68): Legal Description and Gazette Notice Details

Part Sec 88 Town of Wellington. Former CT333/16 Technical School Gaz 1941 pg 630 Proc 3069  
 Part Sec 86 and 87 Town of Wellington CT333/15 Technical School Gaz 1941 pg 629 Proc 3068  
 Lot 1 DP65 Part Sec 85 City of Wellington CT66/14 Technical School Gaz 1953 pg 1647 Proc 4918  
 Lots 2,3,4 and part 5 DP62 Part Sec 85 Town of Wellington CT18/16 Technical School Gaz 1963 pg 987 Proc 566091  
 Lot 1 DP10867 CT447/202 Technical School Gaz 1963 pg 1239 Proc 569534  
 Part Sec 83 and 84 Town of Wellington CT333/139, 87/5 and 333/140 Town of Wellington Technical School Gaz 1957 pg 463 Proc 5739  
 Part Sec 83 Town of Wellington CT333/136 Technical School Gaz 1960 pg 689  
 Part Sec 83 Town of Wellington CT141/184 City of Wellington Technical School Gaz 1962 pg 914 Proc 530463  
 Part Sec 83 Town of Wellington CT333/134 Town of Wellington Technical School Gaz 1960 pg 609 Proc 461683  
 Part Sec 83 Town of Wellington CT87/86 Town of Wellington Technical School Gaz 1962 pg 1143 Proc 533830  
 Part Lot 1 DP62 Formerly CT64/245 Secondary School Gaz 1968 pg 753 Proc 745246  
 Lot 2 DP10867 Formerly CT447/203 and R.O.W. created by transfer 226926 Secondary School Gaz 1967 pg 234 Proc 712889  
 DP10867 Part Sec 84 and 85 Town of Wellington Formerly CT70/83 Secondary School Gaz 1967 pg 234 Proc 712889  
 Part Sec 83 Town of Wellington CT333/135 Secondary School Gaz 1962 pg 719 Proc 5274490  
 Part Sec 83 Formerly CT333/133 and 61/5 Town of Wellington Secondary School Gaz 1974 pg 464 Proc A031065  
 Part Sec 83 Town of Wellington CT333/137 Secondary School Gaz 1975 pg 553 Proc 115512.1  
 Part Sec 83 Town of Wellington 333/138 Secondary School Gaz 1974 pg 260 Proc A024179  
 Part Sec 691 Town of Wellington "C", "D" and "E" on SO35143 situated on Block VI Port Nicholson Survey District Secondary School Gaz 1989 pg 1748 Proc B001238.1  
 Lot 1 DP7231 Part Sec 691 Town of Wellington CT355/183 Town of Wellington Secondary School Gaz 1971 pg 402 Proc 864443  
 Denoted "D,G,I,L,P,Q,R,W and X" on Plan  
 Part Sec 89 Town of Wellington "B" on SO32418 Block VI Port Nicholson Survey District Education Purposes Gaz 1968 pg 2838  
 Denoted "A" on Plan  
 Area "U" Lots 1 and 5 Mount Cook reserve Block X Port Nicholson Survey District Technical School Reserves and Other Lands Disposal Act 1919 Sec 53  
 Area "T" Sec 1232 Town of Wellington Technical School Reserves and Other Lands Disposal Act 1962 Sec 7  
 "S" on plan Lot 3 Mount Cook reserve Block X Port Nicholson Survey District Deeds index 31 folio 753 and 31 folio 710  
 Purchased 9/10/1883 and 13/10/1883.  
 "V" on Lot 2 Mount Cook reserve, Block X Port Nicholson Survey District Crown Land Reserves and Other Lands Disposal Act 1936 Sec 14. "Y" declared road Gaz 1989 pg 1748 Proc B002105 and "Z" legal road.

## Appendix E: Various Schools (Minister of Education): Heritage and Sunlight Access Conditions

### 1 The following conditions shall apply to the designations that contain heritage buildings:

(i) Nothing in this designation authorises the demolition or partial demolition of the exterior of Firth House, Wellington College; Wellington East Girls' College main building and main gates; and St Mary's College main building and St Joseph's Providence Porch, which are heritage buildings, and any such proposal shall require the Minister to either obtain any necessary resource consent or to seek the alteration of this designation by the removal of this condition. For the avoidance of doubt this condition does not cover repairs or maintenance, or additions or alterations, or any other activity requiring an outline plan under s.176A.

(ii) Prior to the preparation of any proposal to undertake any additions or alternations to; Firth House, Wellington College; Wellington East Girls' College main building and main gates; and St Mary's College main building and St Joseph's Providence Porch, the Minister or his/her representative shall meet with the New Zealand Historic Places Trust to discuss the proposal.

(iii) The Minister shall provide any subsequent plan(s) of any alterations and additions, as specified above, for comment by the New Zealand Historic Places Trust within 15 working days. In the event that there are any points raised by the New Zealand Historic Places Trust, the Ministry of Education shall arrange to meet with the Trust to discuss the points raised.

(iv) The Minister of Education shall provide a copy of the application for outline plan approval to the New Zealand Historic Places Trust at the same time it is lodged with the Council. The Trust will then forward its comment on the proposal to the Council within 5 working days.

### 2 Schools that are situated in the Inner Residential Area are subject to the following conditions:

1. All buildings shall be contained within a sunlight access control envelope (in the form of a "tent" constructed by drawing sunlight access control lines over the site from all parts of all boundaries, except for any boundary fronting a road), and provided further that gable end roofs may penetrate the sunlight access control line by no more than one-third of the gable height.

2. Each sunlight access control line shall rise vertically for 2.5m from ground level at the boundary and then incline inwards, at 90° to the boundary in plan, at an angle to the horizontal related to the orientation of the boundary and

its bearing.

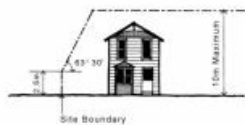
3. Determination of the angle of inclination of the sunlight access control line:

The inclination of the sunlight access control line to the horizontal shall be based upon the direction in which the boundary faces which is ascertained by the bearing of a line drawn outwards from the site at 90° to that boundary line, so that:

- for a boundary that faces between 330° and 30°, the angle of inclination shall be 3 vertical to 1 horizontal (71° 30' approximately)



- for a boundary that faces between 270° and 330° or between 30° and 90°, the angle of inclination shall be 2 vertical to 1 horizontal (63° 30' approximately)



- for a boundary that faces between 90° and 150° or between 210° and 270°, the angle of inclination shall be 1.5 vertical to 1 horizontal (56° 20' approximately)



- for a boundary that faces between 150° and 210°, the angle of inclination shall be 1 vertical to 1 horizontal (45°)



- where a bearing lies exactly on a boundary between two of the above sectors, the owner of the site may use either of the two sector inclinations
- no account shall be taken of aerials, chimneys or decorative features that do not exceed 1 metre in any horizontal direction.

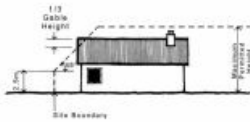
4. Conditions 1 to 3 shall not apply to site boundaries fronting the street

5. Where a boundary abuts an access strip or access lot, the boundary shall be taken as the furthest boundary of the access strip or access lot.

**3 Schools that are situated in the Outer Residential Area are subject to the following conditions:**

1. All parts of a building shall be contained within a 45° plane commencing at a point 2.5 metres above ground level inclined inwards at right angles in plan from all parts of the site's boundaries, except:

- gable end roofs may penetrate the 45o plane by no more than one third of the gable height



- no account shall be taken of aerials, chimneys or decorative features that do not exceed 1 metre in any horizontal direction
- this condition shall not apply to site boundaries fronting the street

2. Where a boundary abuts an access strip or access lot, the boundary shall be taken as the furthest boundary of the access strip or access lot.

## Appendix F: Wellington International Airport Airspace Designation (Wellington International Airport Limited - G2): Conditions

### Airport Height Restrictions

The designation of airspace in the vicinity of Wellington International Airport is required to promote the efficient operation of the Airport and a planned approach to its future development.

The designation takes the form of airspace height restrictions, which limit the development of any structure including any building, aerial, antenna, or other object which may inhibit the safe and efficient operation of Wellington International Airport.

The airspace height restrictions are defined and explained in the following table, and illustrated on maps 36, 37, and 38.

#### Description of airport height restrictions

Surface	Explanation	Definition
<b>Runway strip and flyover area</b>	This surface defines the area of controlled space around the runway.	a) This is a rectangular surface extending 60m beyond the ends of the runway and 150m on either side of the extended centreline. b) The height of this surface is defined by the lowest level of the formed runway strip.
<b>Take-off and approach fan</b>	This surface defines the glidepath on which an aircraft making an instrument approach would be expected to descend, and along which an aircraft in a situation involving loss of power in one engine on take-off would be expected to climb.	a) The fan rises from the ends of the runway strip and flyover area. b) The surface rises initially for 3,000m at a gradient of 1:50 with side splaying at 15% from the ends of the runway strip and flyover area. c) After 3,000m, an inner portion relating to take-off rises at a steeper gradient to intercept an approach fan. The approach fan commences 2,000 metres south of Ngauranga trig, rising at a gradient of 1:50 to clear the trig by 10.0 metres. An outer portion rises at a gradient of 1:40. These surfaces continue out to 18,000m from the ends of the runway strip and flyover area
<b>Transitional (side) surfaces and horizontal surfaces</b>	The transitional and horizontal surfaces provide for a situation where an approaching aircraft is either off centreline or where it has executed a missed approach, or where it is circling prior to landing.	<b>Inner transitional surface:</b> The inner transitional surface rises at a gradient of 1 in 7 from the edge of the western edge of the runway strip and flyover area. This surface rises to a level of 57m. On the eastern side of the runway the surface rises at a gradient of 1 in 7 to a height of 165m. <b>Outer transitional surfaces:</b> These surfaces rise at a gradient of 1 in 7 from the edges of the horizontal surfaces. <b>Horizontal surfaces:</b> These surfaces extend from the edges of the transitional surfaces. Their dimensions are determined by existing terrain and obstacle penetration.
<b>Instrument landing transitional surface</b>	This surface is designed to protect the instrument approach to Wellington International Airport and takes into account the presence of existing terrain (Mt Kaukau).	This surface extends from the western edge of the approach and take-off fan to the north and runs parallel to the extended centreline of the runway until intercepting the edge of the horizontal surface.
<b>Instrument</b>	This area protects the instrument	This horizontal surface covers the residual portion of Wellington City

<b>circling area</b>	approach of aircraft above existing terrain. at a height of 600m.
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### **Discretionary (Restricted) Height Rules**

The following table summarises the relevant Discretionary (Restricted) Height Rules for all areas affected by the airspace height restrictions.

	<b>Permitted height</b>	<b>Permitted height</b>	<b>Discretionary Height (extension)</b>	<b>Discretionary Height (extension)</b>	<b>Total height</b>
	Rule reference	Height	Rule reference	Height	
<b>Outer Residential</b>	5.1.3.4.2	8.0m	5.3.3.3	+1.6m	9.6m
<b>Suburban Centre</b>	7.1.2.1	12.0m	7.3.2.1	+6.0m	18
<b>Rural</b>	15.1.4.1	8.0m	15.3.3.3	+1.6m	9.6m

### **Procedure and criteria for development**

For some properties the airspace restrictions are more restrictive than the applicable Discretionary (Restricted) height rules. Properties within this category, and for which development will be restricted by the airspace height restrictions, are identified on the Planning Maps. The permissible height for structures on these properties in each case is specified on the Planning Maps.

For all other properties, development up to the applicable Discretionary (Restricted) height rules either will not penetrate the airspace height restrictions or will have no impact on the operation of the airport. On these properties development up to the applicable Discretionary (Restricted) height rules can proceed without reference to Wellington International Airport Limited.

Development which exceeds the Discretionary (Restricted) height rules and which penetrates an airspace height restriction may not be undertaken without the prior written consent of Wellington International Airport Limited.

An application for consent will be assessed against the following criteria:

- a) Whether the proposed penetration is shielded by existing structures and hence has no additional impact on safe and efficient airport operations; and
- b) Whether the proposed penetration compromises the safety of existing airport operations.

Criteria (b) will be measured with reference to a runway strip and flyover area extending 60 m beyond the ends of the runway and 75 metres either side of the extended centreline.

## **Appendix G: State Highway (Inner City Bypass – Stage 2) (Transit New Zealand - H2): Terms and Conditions**

### **Introduction**

- 1 The following set of terms and conditions apply to the designation for the construction, operation and maintenance of a road and associated work (the “Work”) forming part of a project known as the Inner City Bypass - Stage 2 and to be described by the notation “State Highway (Inner City Bypass - Stage 2) purposes”.

### **Requiring Authority**

- 2 The requiring authority responsible for the designation is Transit New Zealand (“Transit”).

### **Description of Work**

- 3 The Work which may be carried out in accordance with this designation (but subject to the terms and conditions described herein) comprises the construction, operation and maintenance of a road and associated works, including excavation and filling and the development of associated amenities and mitigation measures. Amenities and mitigation measures include relocation of heritage buildings, construction of noise barriers, pedestrian footpaths and a cycle path and integration with the adjacent city through urban design and landscaping of public spaces along the roadway, in order to create a coherent and visually attractive development. All such work is to be

carried out in general accordance with the plans attached to this designation:

- (a) Figure 1 dated 10 December 1996 - "The Designation", showing the designation boundary;
- (b) Figure 2 dated 28 August 1998 - "The Work";
- (c) Figure 3 dated 28 August 1998- "Proposed Treatment of Heritage Buildings";
- (d) Figure 4 dated 28 August 1998 - "Indicative Site Plan New Tonks Avenue to Kensington";
- (e) Figure 5 - "Perspective View Redevelopment concept for Cuba Street";
- (f) Figure 6 dated 28 August 1998 - "Local Accessibility";
- (g) Figures 7.1, 7.2, 7.3, 7.5 and 7.6 dated 28 August 1998 and Figure 7.4 dated 2 September 1998 - "Landscape Concept Plan";
- (h) Figures 8.1, 8.2A, 8.2B and 8.2C dated 28 August 1998 - "Location of Retaining Walls";
- (i) Figure 9 dated 28 August 1998 – "Indicative Urban Design Concept for Specified Areas A-D".

4 The road consists of a northbound link to the existing motorway which includes:

- (a) realignment of the north side of Buckle Street;
- (b) widening of Arthur Street;
- (c) construction of a new road from the Arthur Street/Cuba Street intersection, crossing Victoria Street and Willis Street, and descending through a cut section under Vivian Street (part constructed as a new bridge), to The Terrace Tunnel.

The Work also includes the realignment of the present Vivian Street on-ramp to convert this into an off-ramp. The present off-ramp, at Ghuznee Street, will be closed.

5 Work carried out to adjacent city streets, as a consequence of these road changes, includes:

- (a) turning Abel Smith Street east of Willis Street into a cul-de-sac at Willis Street;
- (b) realigning Ghuznee Street at Willis Street;
- (c) turning Vivian Street west of Willis Street into a cul-de-sac at Willis Street

6 Conditions governing this Work are set out below.

#### ***Objectives of Work***

7 The objective of the work to which this designation applies is to provide a safe and efficient state highway route from the Terrace Tunnel to the Basin Reserve.

#### ***Boundaries of the designation***

8 The land which is subject to this designation is that land shown as being within the boundary of the designation area on Figure 1 to this designation.

9 The properties which are subject to this designation are all those properties listed in Schedule 1 to this designation. For the avoidance of doubt the designation does not apply to:

- (a) any part of the property of St Peter's Church at the corner of Willis Street and Ghuznee Street (Lot 1, DP 53040, C 22C/572);
- (b) any part of the St Peter's Church building or iron fence which might presently encroach into the Council road reserve for Willis Street and/or Ghuznee Street.

#### ***Liaison with Council***



- 9A Where Transit is required to consult with or supply information to a Council Officer (i.e. under conditions 10, 14, 16A, 23, 29A, 31, 32, 39, 41A and 46) the reference to the term Council Officer shall mean that person being a Council officer or consultant nominated by the Chief Executive of the Council as having the requisite skill and expertise.
- 9B Where Transit is required to have information approved or certified by a Council Officer (i.e. under conditions 10, 15, 16C, 23, 32, 33 and 47), Transit shall obtain the Council Officer's approval for any change made after the information has been approved or certified that is not in general accordance with the information approved or certified.
- 9C Transit shall, in accordance with Council's Schedule of Charges approved under section 36 of the Resource Management Act 1991, pay to the Council its actual and reasonable costs incurred in certifying and approving information (i.e. under conditions 10, 15, 16C, 23, 32, 33 and 47).
- 9D Transit shall liaise with WCC (as owner) to assess whether it is possible to obtain 12 Tonks Avenue so that it may be restored and relocated by Transit into the designated area.

***Submission of information on final designs***

- 10 Transit shall submit to the Council Officer nominated under condition 9A, prior to construction of the Work, information (including plans) detailing final designs in accordance with the requiring authority's engineering standards for State highways, good environmental practice and the relevant conditions on the designation. The Council Officer shall review the information and certify the final designs as being in general accordance with the relevant plans attached to this designation and with the relevant conditions on this designation and Transit shall not commence any work until it has been so certified.

***Landscaping***

- 11 The landscape design associated with the Work shall have as its objectives:
- (a) the provision of safe and aesthetically pleasing amenities for pedestrians and residents;
  - (b) providing for a range of public uses (pedestrians, cyclists, open space);
  - (c) assisting with the retention of the character of the relocated buildings in their new surroundings;
  - (d) assisting with the integration of the arterial road within the built environment;
  - (e) remedying or mitigating adverse effects of the arterial road;
  - (f) providing a contrast with the built edge; and
  - (g) maintaining consistency with the objectives in condition 16B.
- 12 A landscape edge to the Work shall be developed generally in accordance with Figures 7.1 to 7.6 (landscape concept plans) of this designation. These landscape concept plans are indicative only. The following requests are to be taken into account in the final plans:
- (a) The landscaping of Buckle Street is to be appropriately strengthened to reinforce the street's proximity to the National War Memorial.
  - (b) The landscaping of Arthur Street is to reinforce its particular character as an inner city precinct.
  - (c) The landscaping of the heritage area proximate to the New Tonks Avenue and Cuba Street frontage is to provide more visual and physical linkages between the planting and spaces behind.
  - (d) Any planting of the northern bypass route is to avoid the "corridor" effect emphasised by rows of trees.
- 13 The pedestrian footpath, cycle path and associated planting shall be bordered, in appropriate locations, with a visual edge (including fencing) for pedestrians and cyclists.
- 14 Transit shall submit to the Council Officer nominated under condition 9A for approval, prior to construction of the Work, information (including plans) detailing the final landscape design of the site (the "Landscape Information"). The Landscape Information shall show how conditions 11, 12 and 13, are to be complied with and shall detail

landscape information in regard to the following:

- (a) location, nature and extent of landscape works;
- (b) soft landscape works (e.g. type of vegetation to be used, earth mounding, ground shaping, location of any mature trees to be retained);
- (c) hard landscape works (e.g. areas of paving, lighting, design and location of fences, street furniture, acoustic barriers);
- (d) treatment of the surroundings of the twelve heritage buildings listed in Schedule 2 and the five heritage buildings listed in Schedule 3;
- (e) programme for undertaking the landscape development;
- (f) provision of facilities for pedestrians.

15 Transit shall not commence landscaping works until it receives the said Council Officer's written approval to the information required to be submitted under condition 14 and Transit shall amend the landscaping works as reasonably required by the said Council Officer in order to obtain such approval.

16 Transit shall undertake and complete promptly all landscaping development in accordance with the Landscape Information approved by the said Council Officer under conditions 14 and 15 of this designation.

#### ***Urban design***

16A Transit shall submit to the Council Officer nominated under condition 9A for approval, prior to construction of the Work, information (including plans) detailing the final urban design of the areas marked "A", "B", "C" and "D" on the plan in Figure 9 entitled "Indicative Urban Design Concept for Specified Areas A-D" (the "Urban Design Information"). The Urban Design Information shall show and describe how condition 16B is to be complied with.

16B The urban design associated with the Work and relating to the areas described in condition 16A shall have as its objectives:

- (a) minimising the impact of the arterial road on the existing environment;
- (b) facilitating the integration of new land uses with the existing scale and character of the areas along the arterial road;
- (c) strengthening existing land use patterns in the immediate vicinity of the arterial road;
- (d) facilitating pedestrian flow across the arterial road and the land adjacent to it;
- (e) maintaining consistency with the objectives and principles of the Cuba Character Area Design Guide of the Wellington City District Plan; and
- (f) maintaining consistency with the objectives in condition 11.

16C Transit shall not commence work in accordance with the Urban Design Information until it receives written approval from the Council Officer nominated under condition 9A that the information required to be submitted under condition 16A appropriately gives effect to the objectives specified in condition 16B. Transit shall amend the Urban Design Information as reasonably required by the Council Officer in order to obtain such approval.

16D Transit shall undertake and complete all work to be done in accordance with the Urban Design Information approved by the Council Officer under condition 16C of this designation and in accordance with the Programme of Works submitted under condition 41A.

16E Transit shall re-assess the use and development of vacant land within the designation with particular regard to achieving a carefully constructed and built edge where appropriate: and in particular to re-assess, and where possible utilise, existing buildings which otherwise might be sold within the designated area to achieve that result, see the Alternative Kensington Street Concept Plan attached to this decision as Attachment 3a.

#### ***Heritage and other buildings***

- 17 Twelve buildings listed as heritage buildings in Schedule 2 to this designation shall be relocated generally as shown on Figure 3 of this designation. Prior to relocation of these buildings, a record (drawings and photographs) shall be taken of the buildings and any surroundings with associated heritage values.
- 18 The twelve buildings referred to in condition 17 shall be upgraded externally, including by reconstructing masonry elements, to ensure that the buildings are structurally sound and in good repair as soon as practicable after their relocation. This work can involve altering, removing or demolishing parts of buildings having regard to the contribution of the parts involved to the heritage character of the buildings.
- 18A In relation to the internal fabric and structure of the twelve buildings referred to in condition 17, Transit shall:
- (a) Carry out fabric and structural repairs to any or all of those twelve buildings to the extent that such repairs are necessary to enable relocation of any of those buildings;
- (b) Take reasonable steps in the process of relocation of the buildings to enable retention of significant heritage fabric and significant heritage values identified under condition 19A(b)(ii).
- 19 The surroundings of the twelve buildings referred to in condition 17 shall be landscaped in accordance with the landscape design submitted as part of the Landscape Information submitted under condition 14 and approved under condition 15. Where appropriate, elements in the surroundings which contribute to the heritage character of the buildings will be retained or reflected in the landscape design.
- 19A Transit shall engage a qualified architectural conservator to:
- (a) undertake a heritage inventory of the twelve heritage buildings referred to in condition 17 to determine and rank, according to significance and priority for retention, the primary heritage spaces and significant heritage fabric of the buildings;
- (b) advise on and approve, after having considered the ICOMOS New Zealand Charter and consulted with the New Zealand Historic Places Trust, Council, and any expert professionals that Transit may engage, and having regard to the heritage inventory and the proposed new use of the buildings:
- (i) any exterior upgrading required under condition 18;
- (ii) any interior repairs required under condition 18A(a) and any significant interior heritage fabric or significant heritage values to be dealt with under condition 18A(b);
- (iii) the relocation of the heritage buildings; and
- (iv) the appropriate landscape surroundings of the heritage buildings and the elements in the surroundings which contribute to the heritage character of the heritage buildings.
- All of these activities shall be carried out to the satisfaction of the architectural conservator.
- 20 The heritage buildings specified in Schedule 3 to this designation shall not be demolished or removed.
- 21 Subject to conditions 17-18, 20 and 23A, at the option of Transit, all other buildings within the boundaries of the designation may be demolished or removed. Transit shall use reasonable endeavours to identify and remove any heritage elements which are appropriate for reuse in the restoration of relocated heritage buildings prior to the demolition or removal of buildings.
- 21A All practical steps are to be taken to restore and to relocate 274 Cuba Street.
- 22 An architectural record (drawings and photographs) shall be compiled before demolishing buildings at 30 Arthur Street and 274 Cuba Street. That architectural record shall be supplied to the National Archives or the Alexander Turnbull Library.
- 23 Transit shall prepare and submit to the Council Officer nominated under condition 9A, a detailed architectural design and layout plan for re-establishment of the Tonks historic cottages in association with the Footscray cottage and re-create Tonks Avenue. Transit shall:
- (a) prepare this plan generally in accordance with the concept contained in the indicative site plan in Figure 4 of this designation;
- (b) submit the final architectural design plan to the Council Officer for approval prior to undertaking any works on the specified cottages, amend the plans as reasonably required by the Council Officer for approval and shall carry out those works only in accordance with the approved plan.

- 23A Transit shall not demolish and shall maintain the heritage buildings referred to in condition 17 in good repair after relocation, having regard to the relevant significant heritage values identified in the heritage inventory and shall carry out 5 yearly inspections.
- 23B Transit shall not relocate the heritage buildings referred to in condition 17 after their relocation in accordance with the conditions on this designation except to their original sites. Transit may, however, temporarily move the buildings into storage for the construction of new roading or associated activities.
- 23C Transit shall use its best endeavours to procure from the Crown the entering into of an appropriate covenant and/or encumbrance to give full and proper effect to conditions 20, 23A and 23B and shall upon request from the Council report progress on these best endeavours. Transit shall not take active steps for the sale of any of the twelve heritage buildings in condition 17 or the heritage buildings in Schedule 3 without first ensuring that an appropriate covenant and/or encumbrance is registered against each relevant title.

***Tenancy assistance***

- 24 Transit shall assist displaced tenants by providing to any tenant who so requests details of other Transit properties available for lease where appropriate and by putting any tenant who so requested in contact with a letting agency.

***Protocol for discovery of koiwi, taonga or other artefact material***

- 25 If koiwi, taonga or other artefact material is discovered, then work in those areas shall stop to allow a site inspection by tangata whenua and their advisors. Transit shall then consult with the tangata whenua on appropriate steps to recover the artefacts in order that work can resume.

***Pedestrian and cyclist provision***

- 26 Off-road and mid-block pedestrian links shall be established:

- (a) between Oak Park Avenue and Abel Smith Street;
- (b) between Kensington Street to Cuba Street via new Tonks Avenue; and
- (c) from Arthur Street to Kelvin Grove.

- 27 A footpath up to 2m in width shall be provided along the route generally in accordance with that shown on Figure 6 of this designation.

- 28 An off-road cycle path approximately 3m in width shall be constructed from Ghuznee Street through to Cambridge Terrace generally in accordance with that shown in Figure 6. It shall make appropriate provision for cyclists to cross intersections with the vehicular traffic, with the exception of the Cuba Street intersection.

- 29 An enlarged central island shall be constructed at the Taranaki Street intersection to provide a safety island for pedestrians and cyclists.

- 29A Transit shall consult with Cycle Aware Wellington on the design of the cycle path and associated provision for cyclists. Transit shall then report to the Council Officer nominated under condition 9A on the outcome of such consultation, including the extent to which it has influenced the final design.

***Construction Effects Mitigation***

**Construction hours**

- 30 Subject to unforeseen emergency situations, hours of work during the construction phase of work shall be:

- (a) Weekdays: 7.30 am to 6.00 pm;
- (b) Saturdays: 8.30 am to 5.00 pm;
- (c) Sundays and Public Holidays: No work;
- (d) Special Short Term Operations; Outside of above hours, preceded by informing and discussing with affected parties.

**Noise mitigation**

31 During the construction phase, Transit shall ensure that construction works are carried out so that outdoor construction noise levels at properties within, partly within or contiguous to the designation (refer Figure 1) do not exceed the limits set out in NZS6803P: 1984 in the first instance. Where this is not practical, indoor noise levels (with windows closed) at properties within, partly within or contiguous to the designation (refer Figure 1) will not exceed the following levels:

- (a) For residences, L10 – 55dB(A);
- (b) For adult education facilities, L10 – 50dB(A);
- (c) For children’s education facilities, L10 – 45 dB (A),

provided that during the construction of retaining walls and trench excavation, a margin of 5dB(A) shall be added to each of the above values (ie to become 60dB(A), 55dB(A) and 50dB(A) respectively).

If the noise levels set out in this condition 31 are not met then Transit shall carry out noise mitigation measures (whether or not at the affected property), reasonably required by a Council Officer nominated under condition 9A, so that the noise levels are met. In the event that in the reasonable opinion of the said Council Officer either the owner or occupier of the affected property does not permit Transit reasonable access to carry out mitigation measures or if that owner or occupier cannot after reasonable enquiry by Transit be located in order to grant such permission Transit need not comply with this condition 31 in respect of the property in question.

#### **Construction Noise Management Plan**

32 Prior to commencement of any construction activity on the site, Transit shall submit to the Council Officer nominated under condition 9A for approval a Construction Noise Management Plan. The purpose of the plan is to describe the method by which noise associated with the construction of the Work will be managed to comply with conditions 30 and 31 of this designation and the noise limits set out in NZS6803P:1984. In particular, the Construction Noise Management Plan shall specify:

- (a) Estimated timing and duration of each significant component of the works, including those components identified as “Special Short Term Operations” (condition 30(d));
- (b) For each component of the works, the applicable noise limits derived from NZS6803P:1984 having regard to the duration of construction activity in each area;
- (c) Methods of managing noise, including information in tender documentation and contractors’ obligations in assessing and controlling noise;
- (d) Noise monitoring methods, including details of methods, equipment, location and frequency;
- (e) Auditing;
- (f) Contingency measures in the event of any incident of non-compliance; and
- (g) Procedures for handling any noise complaints.

33 Transit shall amend the Construction Noise Management Plan as reasonably required by the said Officer for approval.

34 Transit shall not commence construction of the works until the construction noise management plan is approved and it shall ensure that the approved Construction Noise Management Plan is complied with during construction works.

#### **Contract Specifications On Noise**

35 The contract specification shall expressly require the contractor to comply with section 16 of the Resource Management Act 1991 and the Construction Noise Management Plan.

#### **Operational Noise Mitigation**

36 Transit shall choose an appropriate road surface which minimises traffic noise generation.

37 The trench walls shall, where significant acoustic mitigation can be gained, be clad in sound absorbent materials. The trench walls shall be designed to minimise traffic noise generation.

- 38 Transit shall ensure that, in respect of educational and residential locations existing at 15 April 1996 (being the date of the Notice of Requirement), exposure to traffic noise from the bypass will not exceed the levels set out in the applicable parts of "Transit New Zealand's Draft Guidelines For the Management of Road Traffic Noise – State Highway Improvements" at any time within 10 years of the new route becoming operative. Where internal design criteria are used, they shall only apply to living rooms (including kitchens) and bedrooms in residential buildings, and teaching areas in educational facilities. Without limiting the mitigation methods that may be applied, acoustic barriers in the form of fences, bunds or buildings shall be developed:
- (a) On the north side of the new road more or less between Cuba Street and Victoria Street;
  - (b) On the south side of the new road from the back of the property at 280/282 Cuba Street to Victoria Street to minimise the noise to the Wellington Jewish Community Centre;
  - (c) On the west side of the new road from approximately 20 metres north of Abel Smith Street to Vivian Street;
  - (d) On the east side of the new road from approximately 20 metres north of the Abel Smith Street/Willis Street intersection to Vivian Street.

#### **Operational Noise Survey**

- 39 Transit shall:
- (a) Prior to the commencement of construction, carry out a noise survey at selected locations identified by the Council Officer nominated under condition 9A. The purpose of this survey shall be to determine current ambient external noise levels for each of the nominated locations;
  - (b) Carry out in accordance with the requirements of and to the satisfaction of the Council Officer an operational traffic noise survey within six months of the completion of the work, and between 8 and 10 years after that date to confirm compliance with the applicable parts of "Transit New Zealand's Draft Guidelines For the Management of Road Traffic Noise – State Highway Improvements" at each of the agreed locations referred to in paragraph (a) of this condition. If the applicable Guideline levels are not met to the reasonable satisfaction of the said Council Officer at any of the agreed locations, Transit shall carry out all necessary mitigation measures to bring about compliance to the satisfaction of the said Council Officer, provided that Transit shall not be in breach of this condition if in the opinion of the said Council Officer either the owner or occupier of the affected property does not permit Transit reasonable access for the carrying out of mitigation measures, or cannot, after reasonable inquiry by Transit, be located in order to grant such permission.

#### **Programme Of Work**

- 40 Construction works shall commence on the length of the new road between Abel Smith Street and the Terrace Tunnel.
- 41 All noise mitigation measures shall be put in place as soon as practicable.
- 41A Transit shall consult with the Council Officer nominated under condition 9A on the preparation of a Programme of Works and following such consultation shall submit to the Council Officer, at least 15 working days prior to construction of the Work, a detailed Programme of Works, which may be amended in consultation with the Council Officer. This shall provide for, having regard to the need to minimise any inconvenience to the public and to the timely and cost effective implementation of the Work:
- (a) the timing for the relocation of heritage buildings;
  - (b) the timing for the completion of landscape and urban design work;
  - (c) the timing for the completion of acoustic barriers;
  - (d) the timing for any other significant activities associated with the Work;
  - (e) the timing for the completion of identified self-contained areas;
  - (f) the incorporation of a Traffic Management Plan which shall specify, as far as practicable, measures to minimise interference with traffic and pedestrian flows on existing streets; and
  - (g) any other item as the relevant Council Officer may reasonably specify (with regard to the matters in paragraphs (a) to (f) above) in that consultation.

**Consultation**

42 Prior to the commencement of construction works, Transit shall use its best endeavours to notify owners and occupiers of all properties adjoining the new road (i.e. between the Taranaki Street/Arthur Street intersection and the Ghuznee Street overbridge as depicted in Figure 1 to this designation) of:

(a) the details of the construction programme; and

(b) a single point of contact for any concerns or enquiries relating to the project, including a telephone and fax number -

provided that Transit shall be treated as complying with this condition notwithstanding that any such notice sent by pre-paid post to the person at the usual or last known place of residence or business or Post Office box address or sent by facsimile to the usual or last known facsimile number of that person is, without fault on the part of Transit, not received by that person.

43 For the period of construction works, Transit shall prepare a six weekly newsletter for circulation to the owners and occupiers of all properties adjoining the new road. This newsletter shall, without limitation, include the following:

(a) a statement of progress against the construction programme or any amended programme; and

(b) an assessment of the management of dust and noise relative to management plans.

**Property Access**

44 Provision shall be made to enable vehicular, pedestrian and cycle access to private properties at all times during the construction contract and to ensure that any interruption to public pedestrian, cycle and vehicle accessways are minimised to the extent practicable.

**Mitigation Of Dust Nuisance Including Through Dust Management Plan**

45 In order to minimise dust nuisance, the contract specification shall require the contractor to minimise dust nuisance to adjacent properties, pedestrians and road traffic. This shall include ensuring cleanliness of truck tyres before leaving the site and entering city streets.

46 Without limiting the preceding condition, prior to commencement of construction activities, Transit shall submit to the Council Officer nominated under condition 9A, a Dust Management Plan, the purpose of which is to set out methods and performance standards to ensure that any dust nuisance from construction of the Work is avoided or minimised. In particular, the Dust Management Plan shall specify:

(a) Locations within the boundaries of the designated land and adjacent land, on adjacent streets and other locations which will be assessment points;

(b) Indicators of dust nuisance which, if observed at assessment points, may trigger remedial action;

(c) Specific methods by which dust will be controlled including details of obligations imposed on contractors to comply with these conditions;

(d) Monitoring, auditing, and reporting procedures;

(e) Contingency measures to ensure that, in the event of any dust nuisance arising, immediate remedial measures are implemented;

(f) Procedures for handling any dust complaints.

47 Transit shall amend the Dust Management Plan as reasonably required by the said Council Officer for approval, Transit shall not commence work until the Dust Management Plan has been approved and Transit shall ensure that the approved Dust Management Plan is complied with at all times.

**Lighting And Signage**

48 Appropriate lighting and signage shall be provided for the road, cycle path, and footpath in accordance with Transit's standard for lighting and signage.

- 49 Glare/spill light assessments shall be carried out for all fittings in the vicinity of residential activities adjacent to the site. Where necessary, lanterns shall be fitted with glare screens or modified reflectors to minimise possible glare and reduce spill light.

***Moran Estate***

- 49A Appropriate restrictions are to be placed on the contractors working on the bypass to ensure the structural integrity of 276-278 Cuba Street is adequately protected during the construction phase.

**Access**

- 49B Transit shall use its best endeavours to ensure there is no deterioration in the access to 276-278 Cuba Street.

***Total or partial removal of designation after construction***

- 50 Once construction of the Work for the Inner City Bypass - Stage 2 or parts thereof has been completed, it will be possible to remove the designation entirely from those areas of land where it is no longer required. Accordingly, as soon as reasonably practicable after completion of construction of stages of the work if practicable otherwise of all the Work, Transit shall report in writing to the Chief Executive of the Wellington City Council with details of Transit's intentions to give notice under s.182 of the RMA of the partial removal of this designation. Transit shall allow the Chief Executive at least 1 month in which to provide comment on Transit's report and if Transit receives comments from the Chief Executive it shall take them into account as far as is practicable. After the period of one month has expired Transit shall give notice under s.182 RMA reducing the extent of the designation as far as practicable.

## Schedule 1

### Properties to be Designated

#### “State Highway (Inner City Bypass - Stage 2) purposes”

LEGAL DESCRIPTION	COMPRISED IN
Parts Section 98 Town of Wellington	GN B377913.3
Lots 1 and 2 DP 17632	GN 631430
Lots 3, 4 and 5 DP 626	GN 485391.1
Lot 2 DP 626	CT 513/55
Lot 1 DP 626	GN 798845
Lots 1, 2 and 3 DP 4151	GN B049217.1
Part Section 113 Town of Wellington	
Lot 2 DP 6814	GN 278285.1
Lot 1 DP 6814	GN 770245
Lot 36 Deeds Plan 28	GN 848603
Lot 30 Deeds Plan 28	GN 825683
Lot 33 Deeds Plan 28	GN 825682
Lots 21 and 24 Deeds Plan 28	GN 884696
Part Lot 18 Deeds Plan 28	GN 855737
Part Lot 18 Deeds Plan 28	GN 156748.1
Part Lot 18 Deeds Plan 28	CT 333/170
Part Lot 15 Deeds Plan 28	GN 644445
Part Lot 15 Deeds Plan 28	GN 208753.1
Lot 1 DP 24941	GN 934259
Part Lot 3C Deeds Plan 28	GN 700239
Part Sections 1151 and 1152 Town of Wellington	GN B400118.3
Parts Sections 256 and 264,	GN 139681.1



Town of Wellington, Lot 1A/66A, Land in A/469, Part Lot 1 DP 4469, Part Lot 1 A927, Part Lots 1-4 A71	
Part Section 263 Town of Wellington, Part Lot 1 DP 4469	GN 056658.1
Parts Section 226 Town of Wellington	GN B040014.1
Parts Lot 1 A152	GN A031062
Parts Lot 2 A152	GN A031062
Part Lot 3 A152	GN A031062
Part Lot 4 A152	GN 983636
Parts Lot 6 A152	GN A031062
Parts Lot 7 A152	GN 095116.1
Parts Lot 8 A152	GN 720609
Part Section 140 Town of Wellington	GN 919568
Part Section 140 Town of Wellington	GN 760961
Part Lot 11 A152	GN 086968.1
Part Lots 11 and 12 DP 577	GN 106885.1
Part Lots 12 and 13 DP 577	GN 203692.1
Part Lot 11 DP 577	GN 113521.1
Part Lots 13, 14 and 15 DP 577	GN 511463.1
Service Lane Part	Doc 884038.1
Part Lot 6 DP 2681 and Part Lots 1 and 2 DP 10472	GN 946657
Lot 7 DP 2681	CT 218/64
Lot 8 DP 2681	GN 615630.1
Part Lots 15 and 16 DP 577	GN 156753.1
Part Lots 16 and 17 DP 577	GN 091681.1
Part Lots 18 and 19 DP 577	GN 486035.1
Part Section 102 Town of Wellington	GN 278759.1
Part Lot 3B Deeds Plan 28	GN 577331.1
Lots 1 and 2 A1078	GN 994939
Section 1435 Town of Wellington	Crown Land, No CT
Part Lot 1 DP 10472	GN 848602
Part Lot 2 DP 10472	GN 971887
Part Section 104 Town of Wellington	GN 665756
Lot 17 DP 1349	GN 601370
Lot 7 and Part Lot 8 DP 1349	GN 548862.1
Part Lot 11 DP 549 and Part Lot B A1670	GN 798030
Lot 19 DP 1349	GN 635003.1
Lot 1 DP 8112, Part Lot B A1670 and Part Lot 11 DP 549	GN 528205
Lot 42 and Parts Lot 45 DP 28	CT 333/196, 333/197, 333/198 and 333/200
Part Section 107 Town of Wellington	Proc 2778
Parts Lot 44 DP 28	CT 333/193
Part Sections 97 and 99 Town of Wellington	GN 719791.1
Part Section 99 Town of Wellington	GN 624166.1
Part Section 97 Town of Wellington	CT 44/224
Part Section 97 Town of Wellington	GN 082118.1
Lot 1 DP 11821	CT 934/47

Part Section 116 Town of Wellington	GN 890715
Lot 1 DP 7078	CT 404/136
Lots 1 and 2 DP 7706	GN 776793.1
Part Section 114 Town of Wellington	GN 790964
Part Lots 20 and 21 DP 577	GN 276841.1
Part Lots 19 and 20 DP 577	GN 302326.1
Part Section 141 Town of Wellington	GN A050474
Lot 2 DP 41011	GN 056657.1
Section 1 SO 20059	CT 42A/762
Part Section 115 Town of Wellington	GN 205901.1
Lot 1 DP 5139	GN 312680.1
Part Section 115 Town of Wellington	GN A008965
Part Section 115 Town of Wellington	GN 789170
Lot 6 DP 626	GN B152313.1
Part Lots 2 and 5 and Lot 3 DP 3	GN 821941.1
Part Lot 4 DP 549	GN 607972
Part Lot 6 and Lot 7 DP 549	GN 628453
Part Section 113 Town of Wellington	Deeds Index 31/18
Part Section 113 Town of Wellington	Deeds Index 1/113
Part Sections 97 and 99 Town of Wellington	CT 39/115
Lot 3 DP 1016	GN A013474
Part Lot 23 DP 150	GN A024183
Part Lot 22 DP 150	GN 723777
Part Lot 21 DP 150	GN 628455
Part Lot 1 DP 6935	GN 063270.1
Part Lot 1 DP 8446	GN 803782
Part Lot 2 DP 8446	GN 803783
Lot 1 and Part Lot 2 A1315 and Part Lot 1 DP 8884	GN 798034
Lot 1 DP 1016	GN 277649.1
Lot 2 DP 1016	GN 720609
Sections 1 and 2 SO 31188	GN 361892.1
Lot 1 A2804	GN 607972
Part Lot 9 Deeds Plan 115	GN 811651
Lot 10 Deeds Plan 115	GN 818387
Part Lot 11 and Lots 12 and 13 Deeds Plan 115	GN 705127
Part Lot 11 Deeds Plan 115	GN 818386
Lot 1 DP 13915	GN 277650.1
Lot 15 Deeds Plan 115	GN 803766
Lot 16 Deeds Plan 115	GN A000150
Lot 1 DP 8062	GN 946657
Lot 2 DP 8062	GN 837215
Lot 3 DP 8062	GN 961908
Lot 4 DP 8062	GN 644445
Lot 5 DP 8062	GN 760965
Lot 6 DP 8062	GN A047119

Lot 7 DP 8062	GN 895215
Part Lots 1, 2, 16 and Part Lot 15 DP 1511	GN 276845.1
Part Lot 6 DP 1511	GN 955496
Part Lots 1 and 2 DP 2383 and Part Lot 5 DP 1511	GN A040486
Lots 3 and 4 DP 1511	GN 923093
Lot 3 DP 2383	GN 857206
Part Section 167 Town of Wellington	GN 888028
Part Lot 1 A2473	GN 160699.1
Sections 1356, 1357 and 1358 Town of Wellington	GN 699375.1
Part Lot 1 DP 8741	GN 776979
Part Lot 2 DP 8741	GN 515666.1
Part Sections 141 Town of Wellington	GN 388828.1
Part Section 93 Town of Wellington and Lot 1 DP 6046	GN 758921.1
Part Section 93 Town of Wellington	GN 651786.1
Parts Section 114 Town of Wellington	CT 31C/547 to CT 31C/558 GN B261536.1
Section 1266 Town of Wellington	CT 20C/555
Section 90 Town of Wellington	GN 723355.1
Part Lot 1 DP 10472	GN 697159.1
Lot 8 DP 8062	GN 276845.1
Part Lot 18 Deeds Plan 28	GN 884696
Legal Road	Various

## Schedule 2

### Listed Heritage Buildings to be Relocated

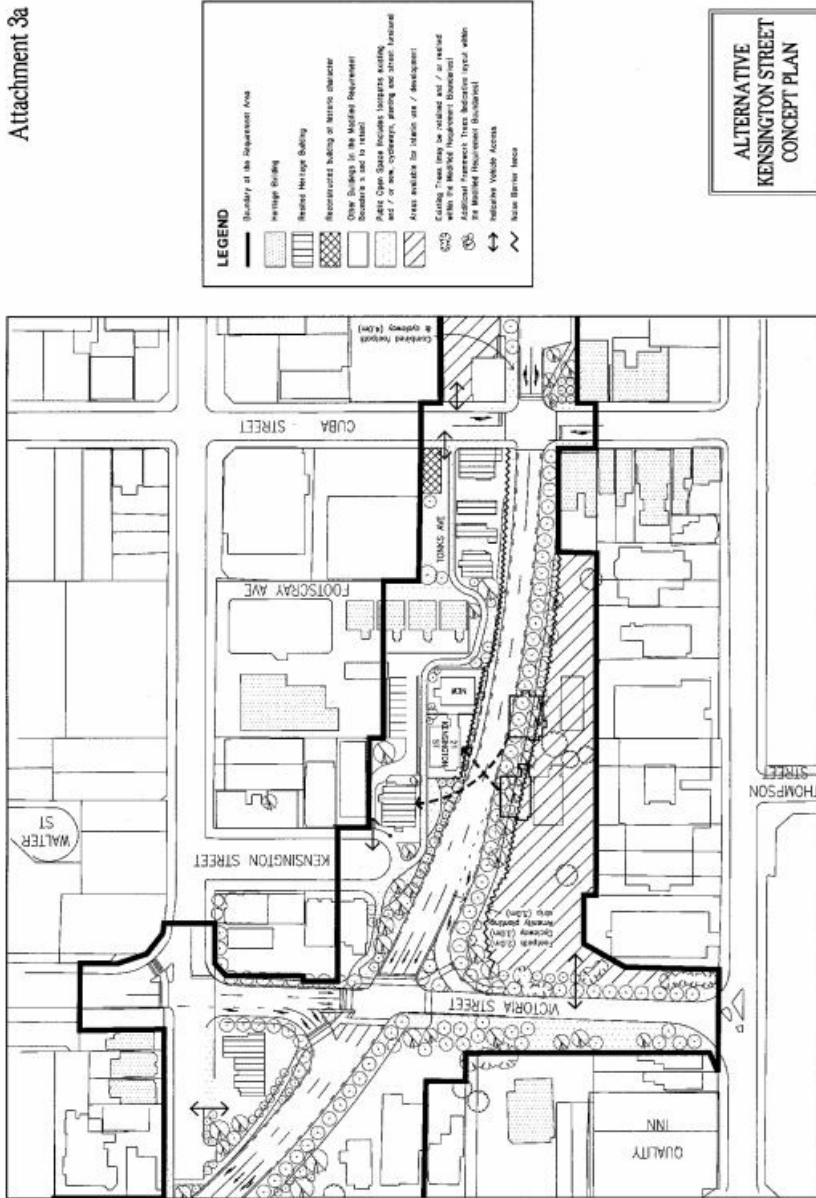
289-291 Cuba Street  
 272 Cuba Street  
 1 Tonks Avenue  
 3 Tonks Avenue  
 5 Tonks Avenue  
 13 Tonks Avenue  
 319 Willis Street  
 286 Willis Street  
 284 Willis Street  
 282 Willis Street  
 278 Willis Street  
 215 Vivian Street

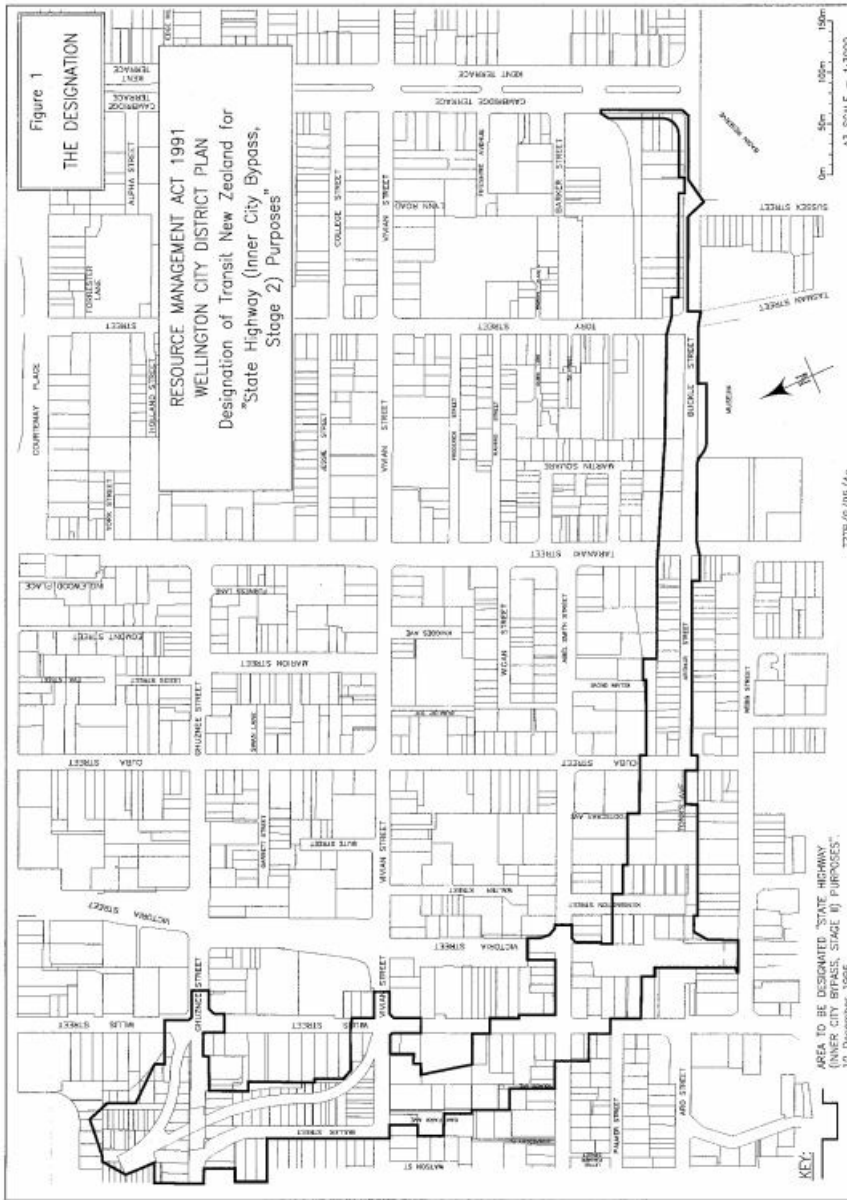
## Schedule 3

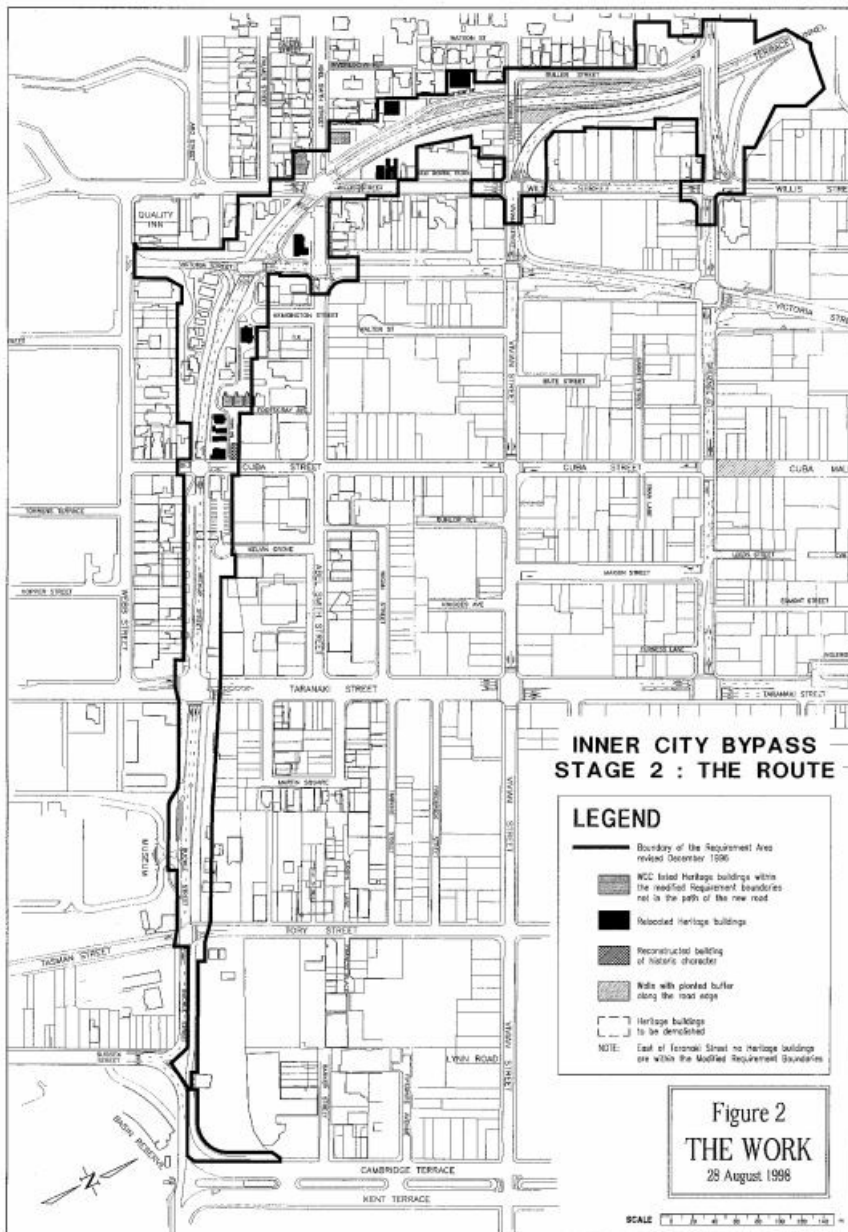
### Listed Heritage Buildings not to be Demolished or Removed

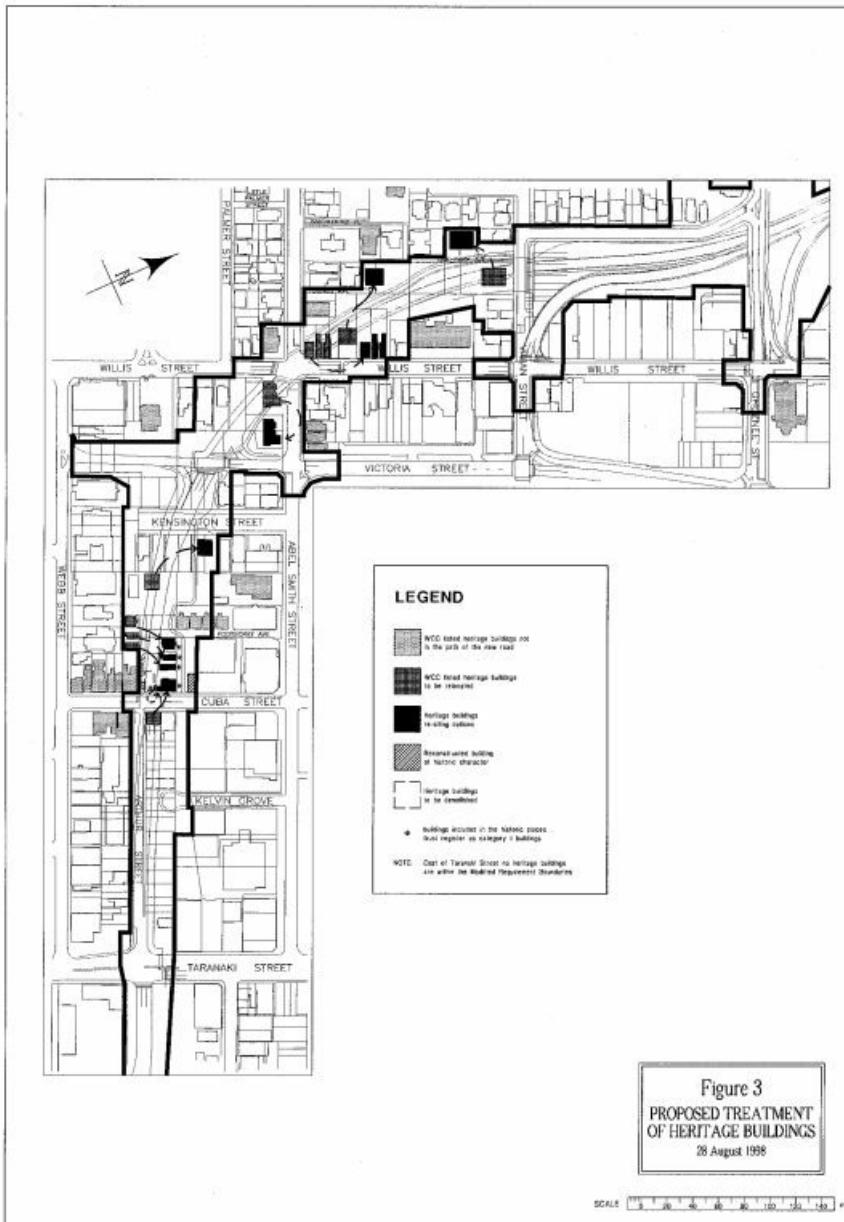
18 Buckle Street  
 4-8 Footscray Avenue  
 290 Willis Street  
 128 Abel Smith Street  
 211 Willis Street

Attachment 3a









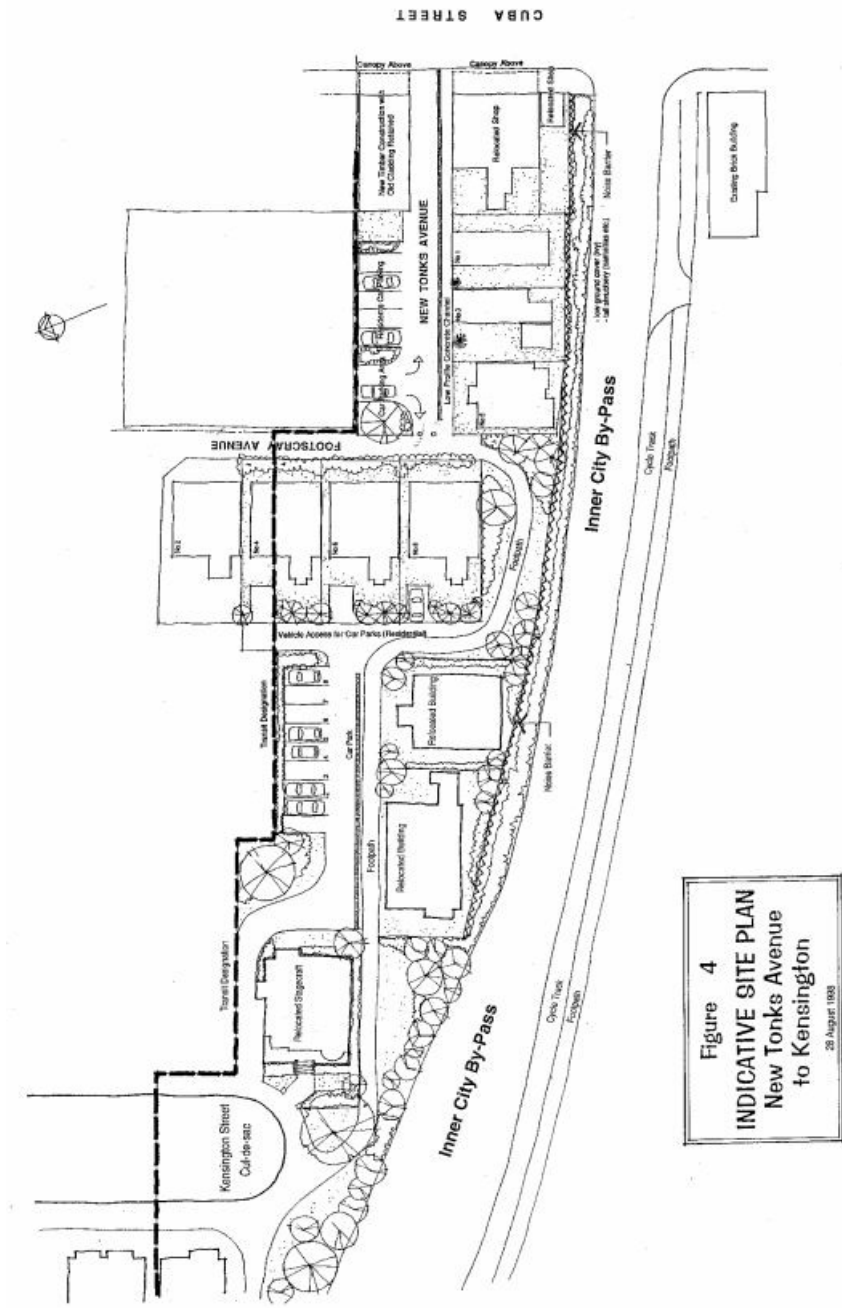


Figure 4  
INDICATIVE SITE PLAN  
New Tonks Avenue  
to Kensington  
28 August 1998



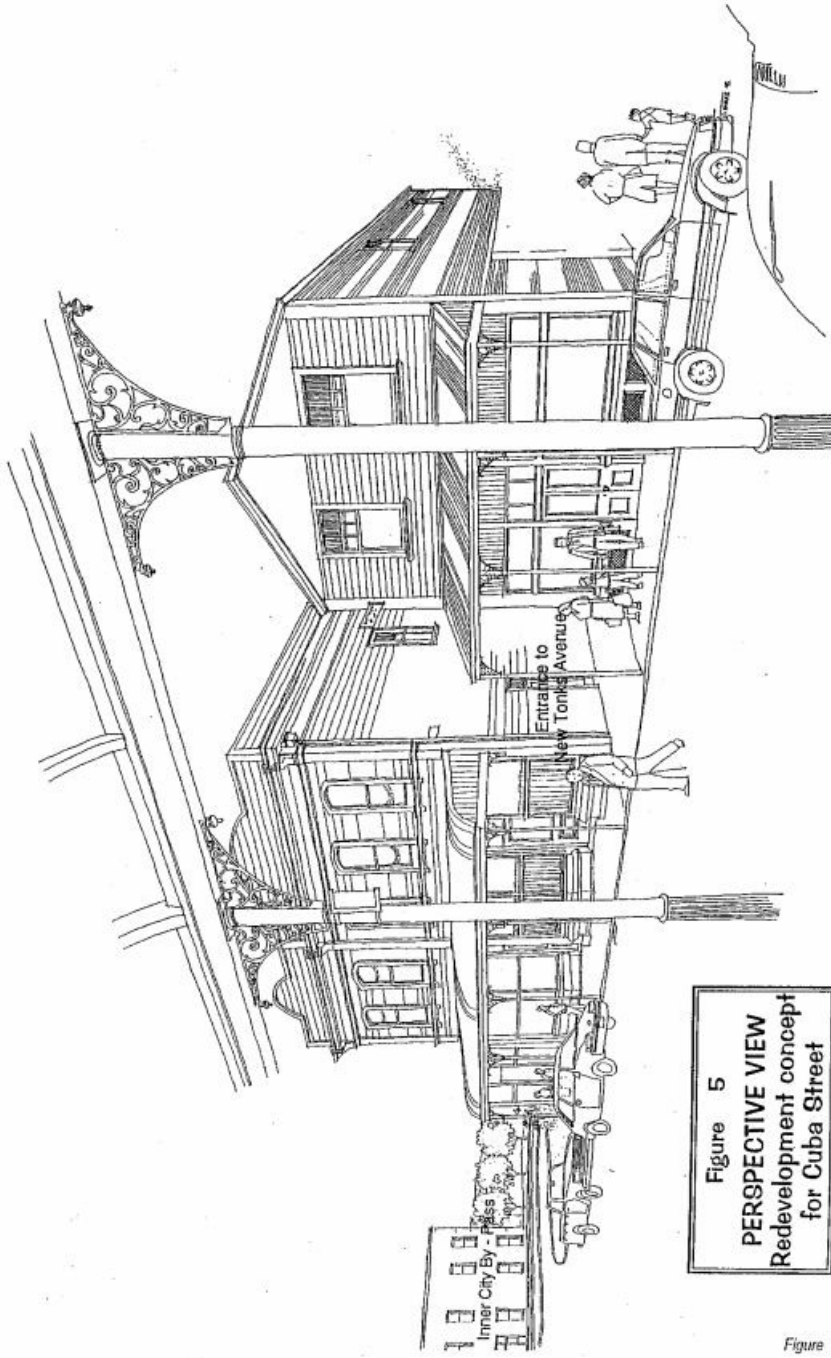
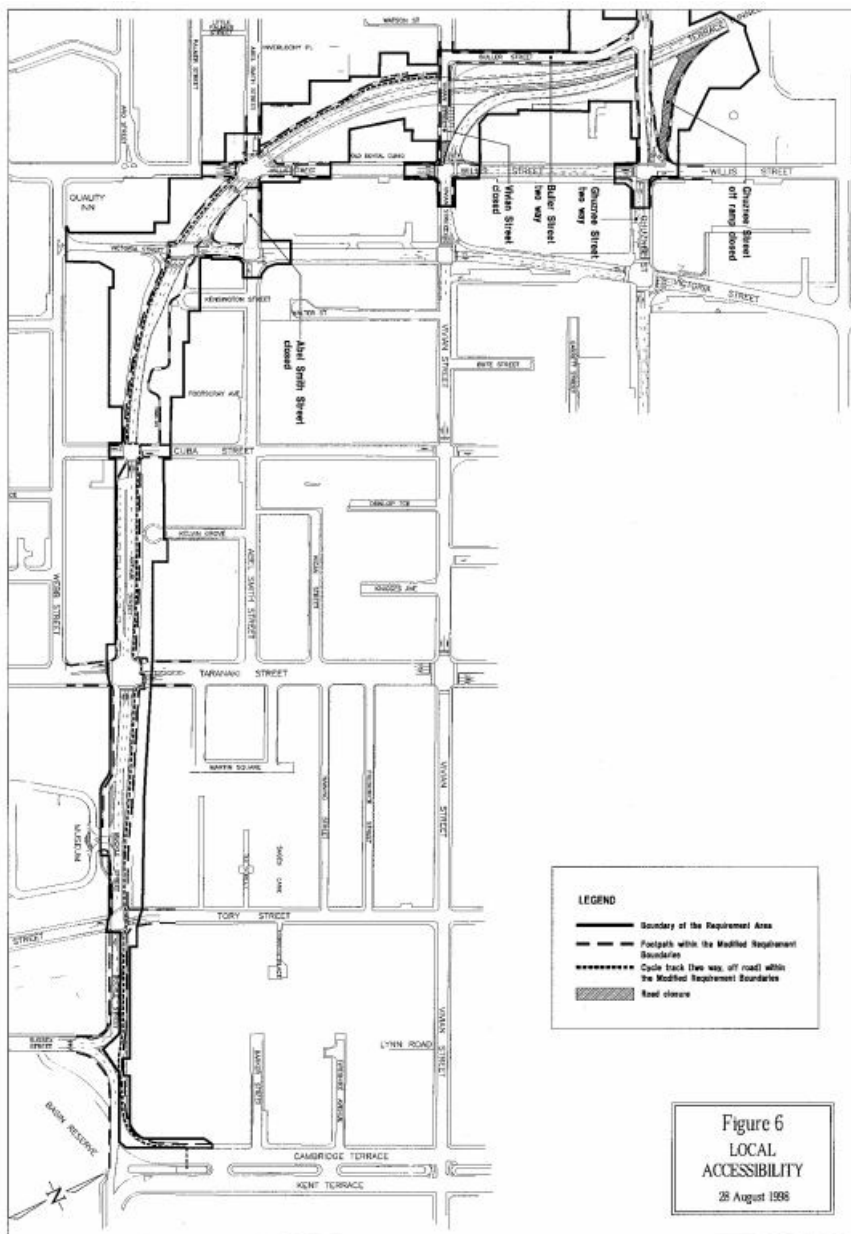
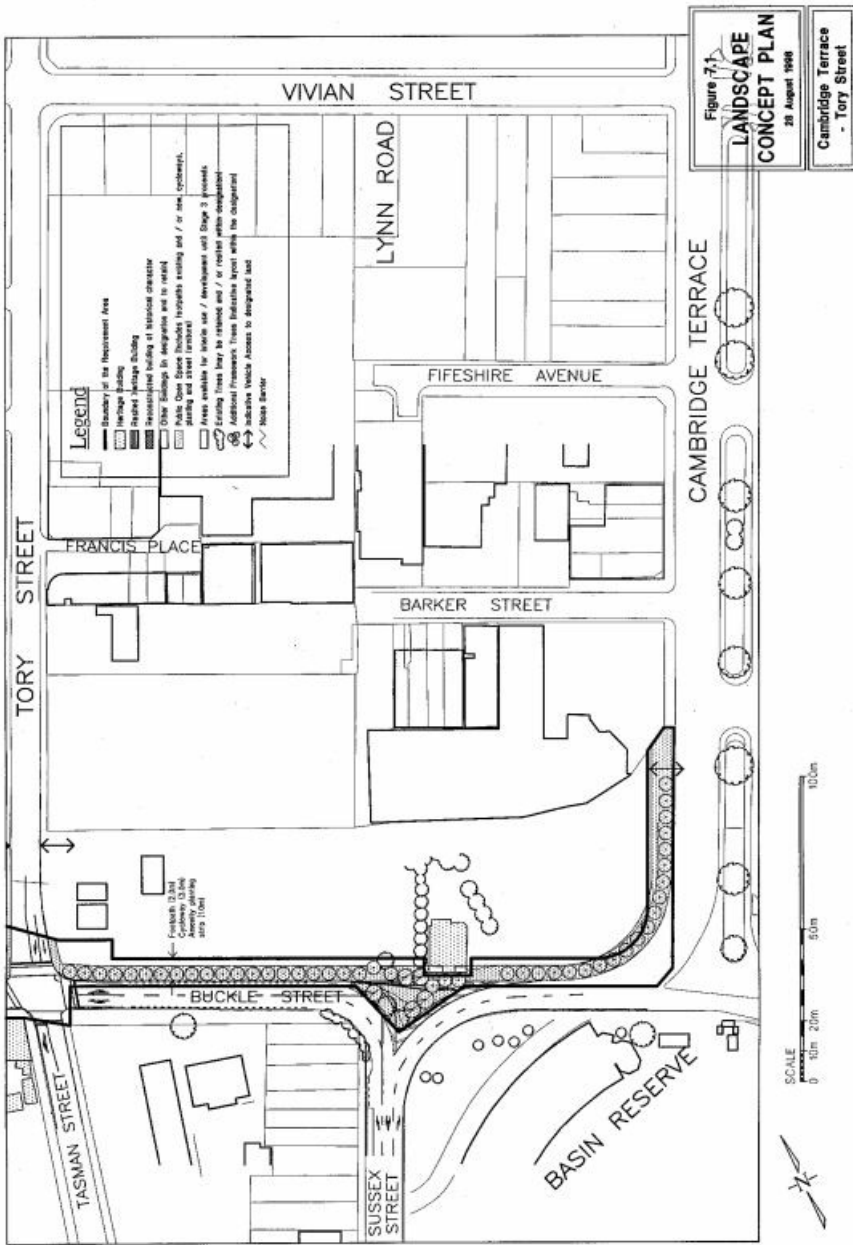
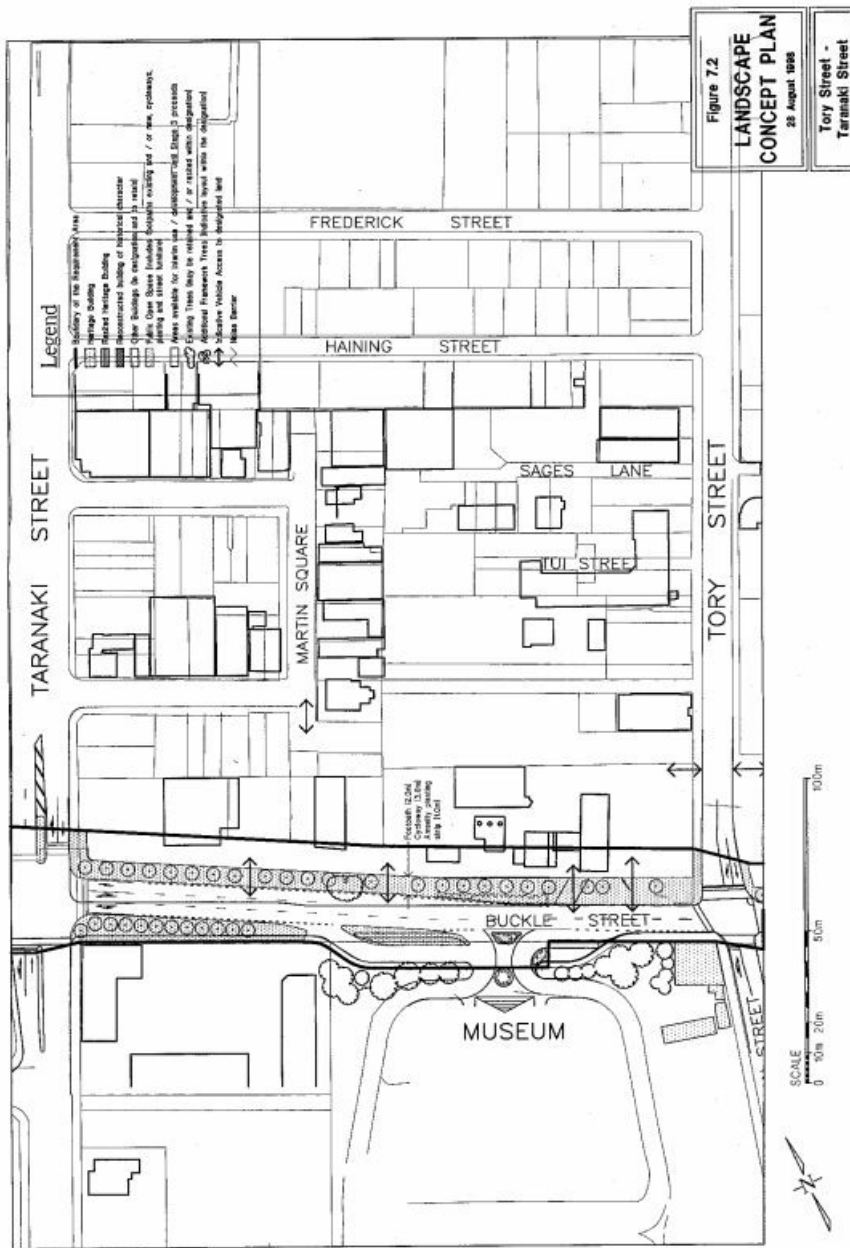


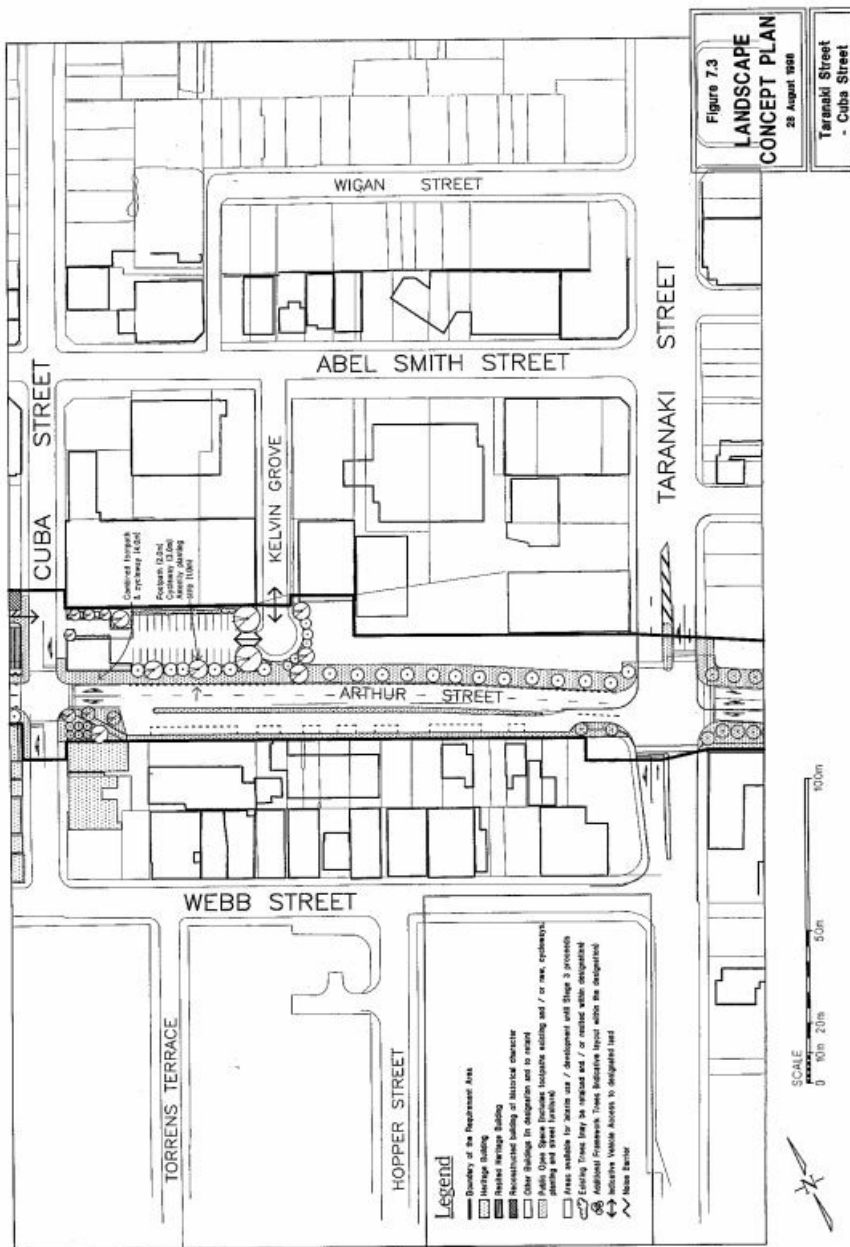
Figure 5  
PERSPECTIVE VIEW  
Redevelopment concept  
for Cuba Street

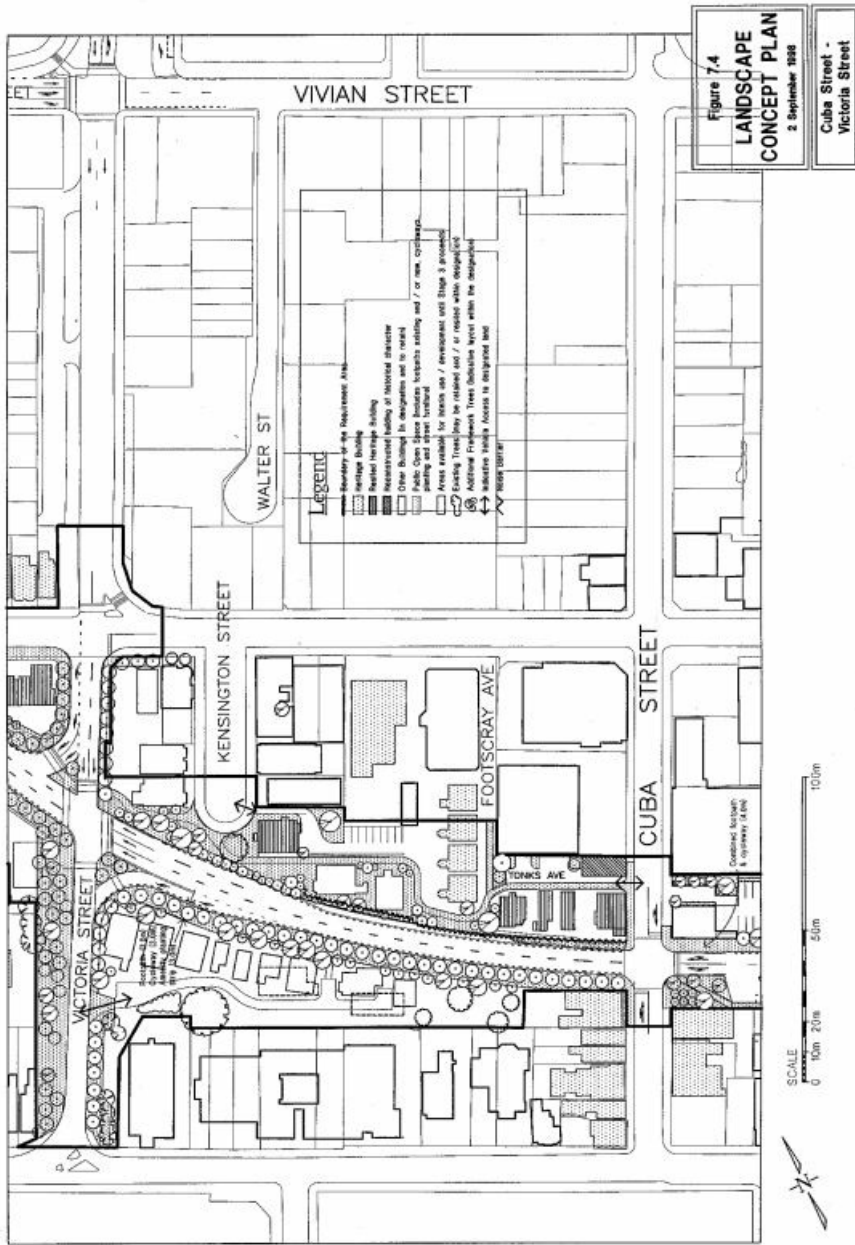
Figure 5

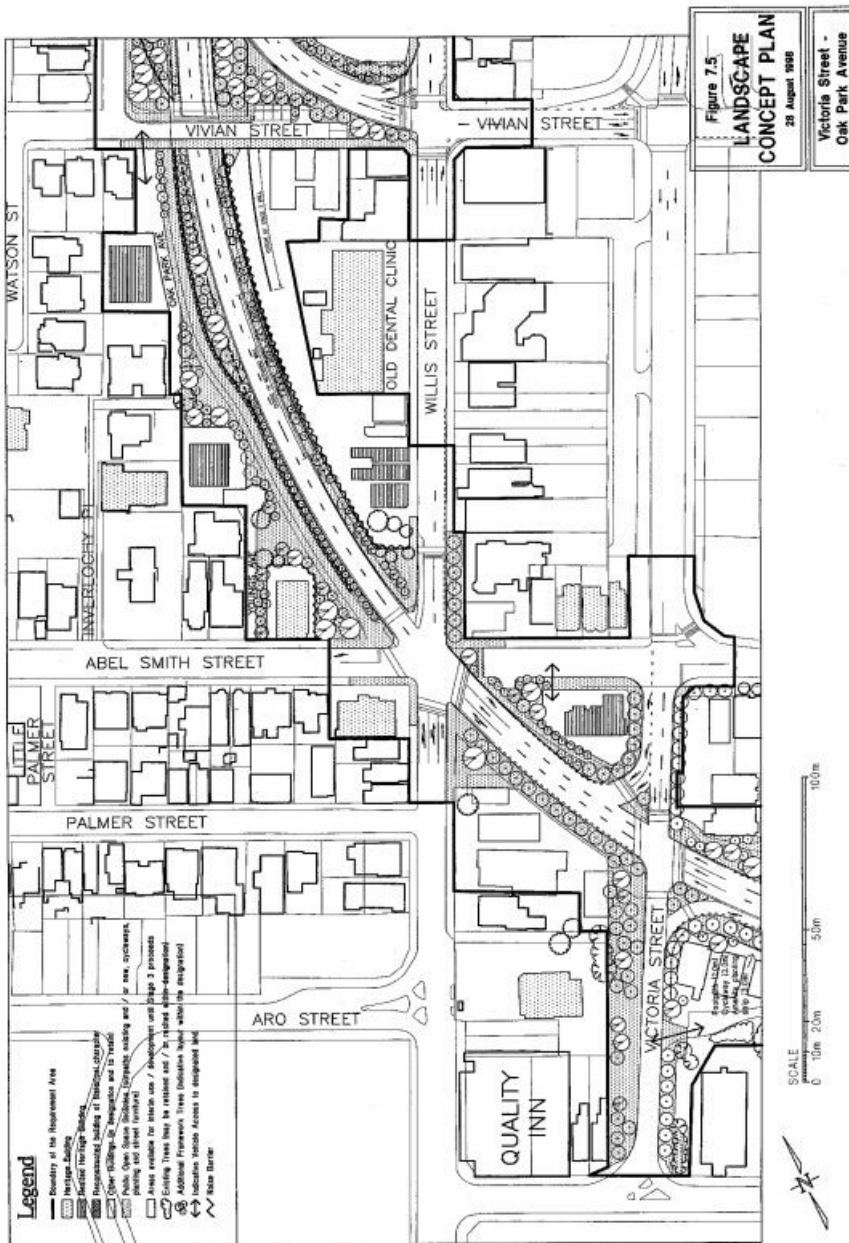


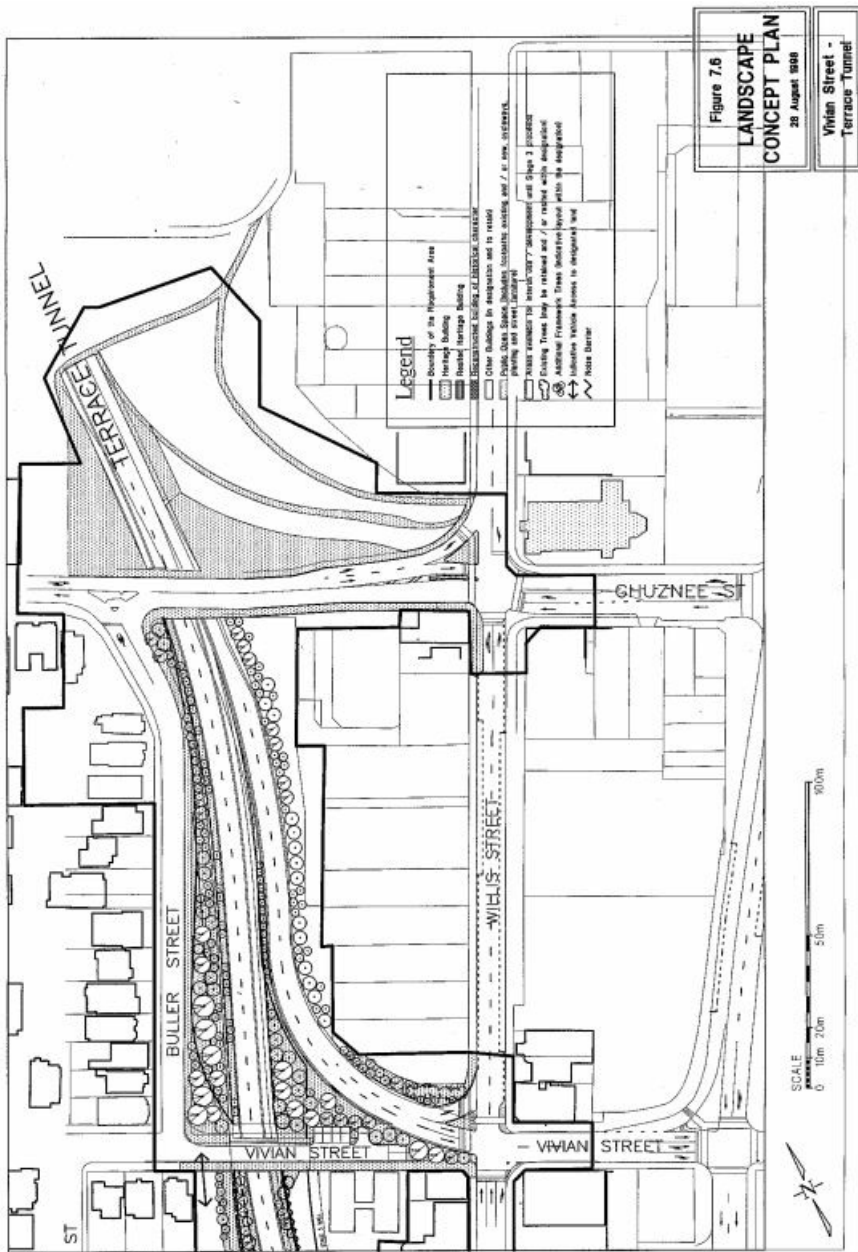




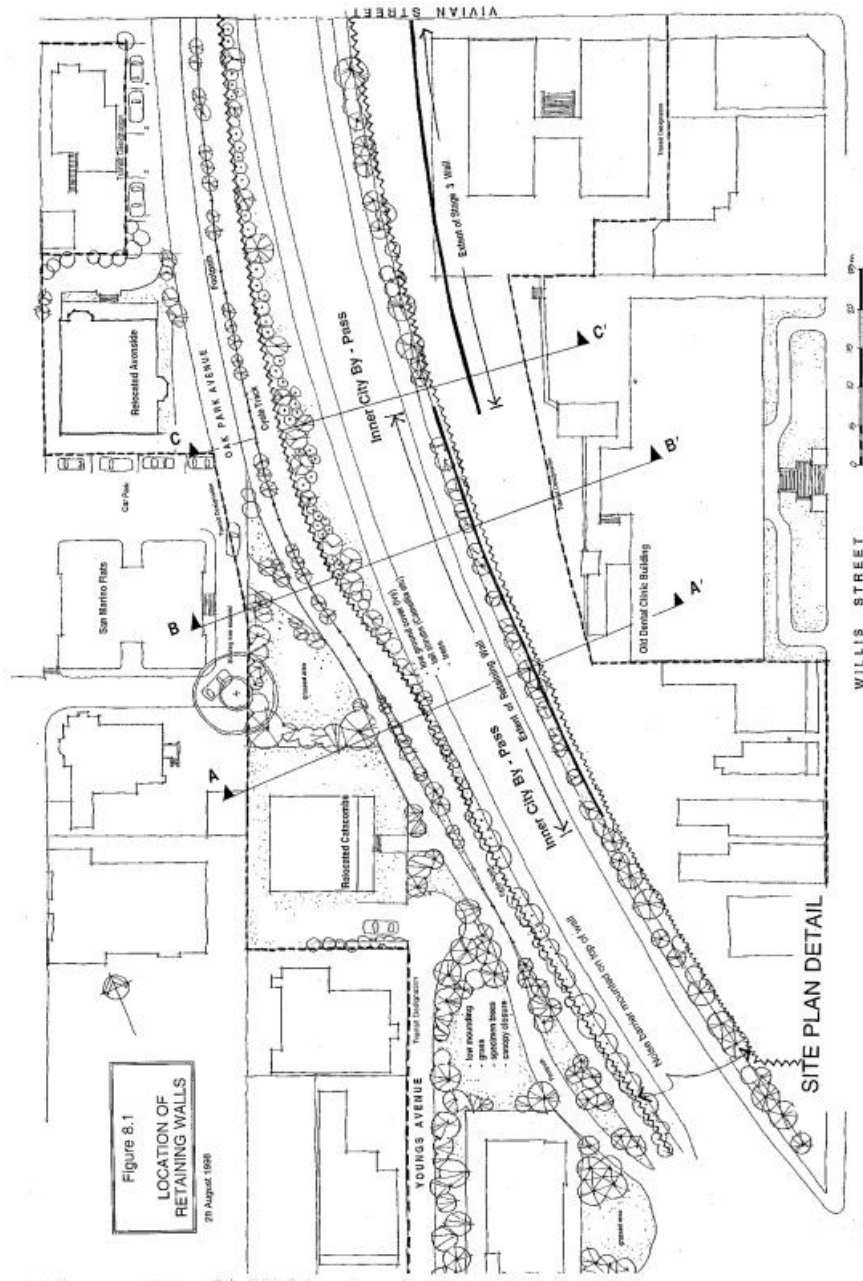


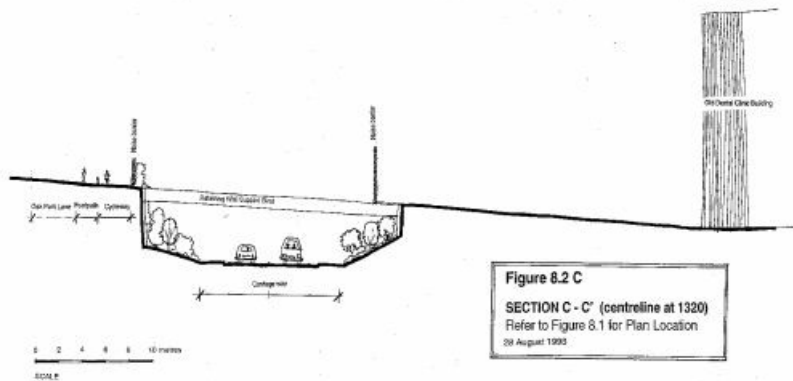
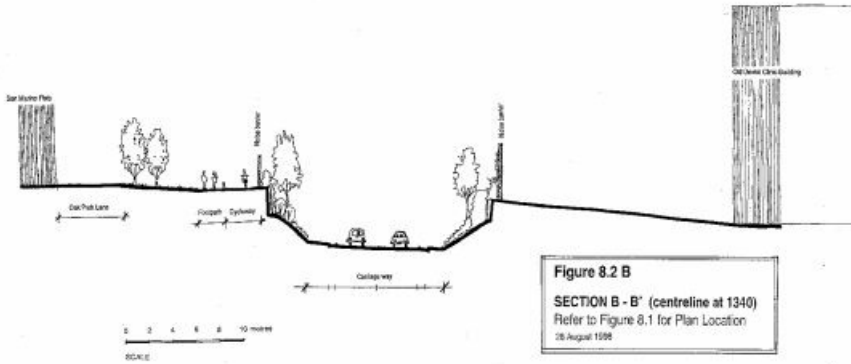
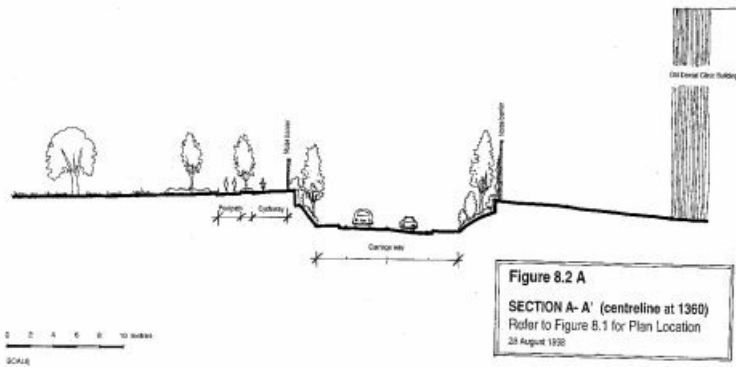


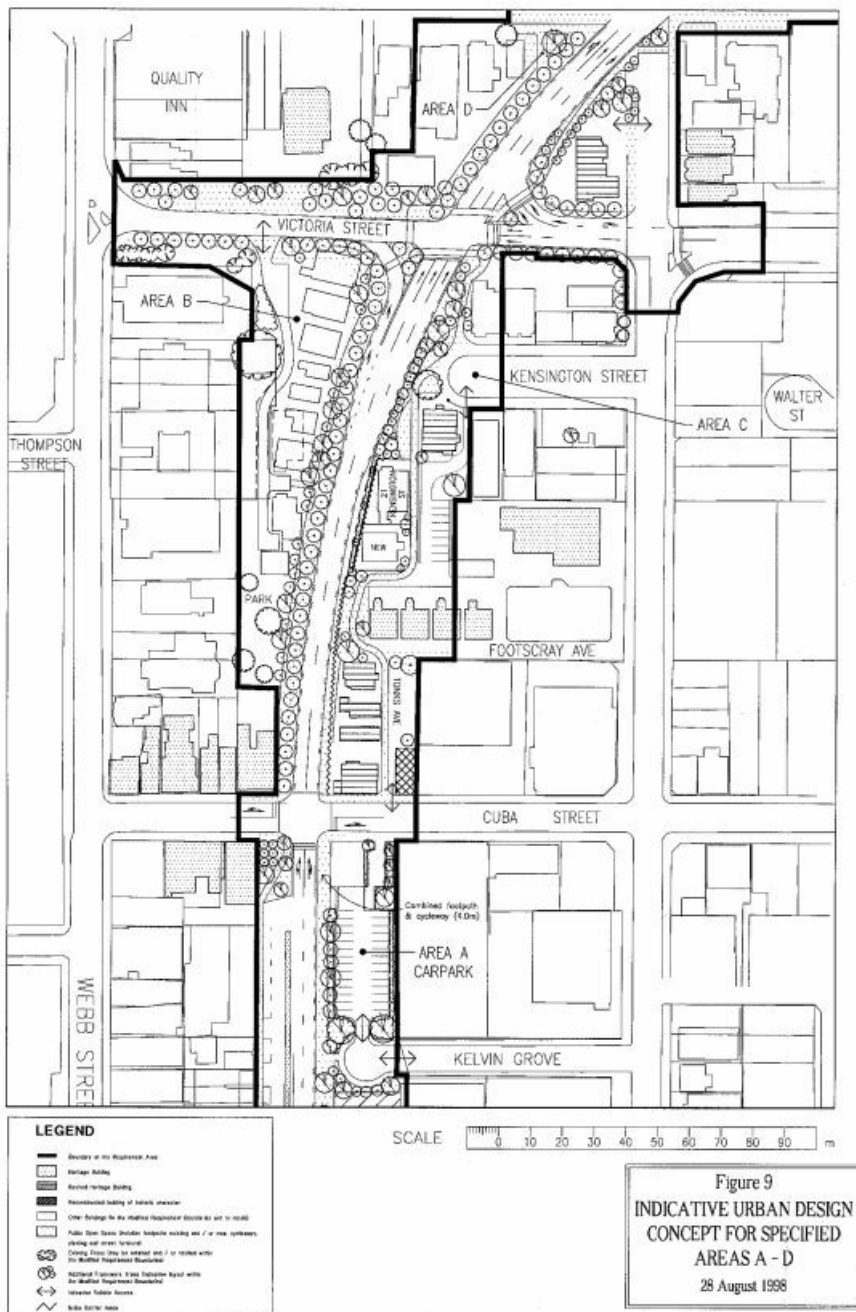












**Appendix H: Government House  
 (The Prime Minister – Q1):  
 Full Title of Designation:  
 Legal Description and Conditions**

**Full Title of Designation:**

“The Residence and Grounds of the Sovereign in right of New Zealand and the Sovereign’s representatives in New Zealand, to undertake activities of a ceremonial, public, constitutional and entertainment nature as well as a private residence with ancillary support including administration, security, catering and gardening.”

**Legal Descriptions and Gazette Notice Details:**

Pt Sec 1250 SO 26236 CT 182/283 Area 0.4315  
Pt Sec 1250 SO 26236 Area 0.7146  
Pt Sec 1248 SO 26236 Area 11.1942  
Sec 1 SO 32412 Area 0.0129  
Sec 2 SO 32412 Area 0.0009 **Refer Maps 6 and 16 for location**  
Sec 3 SO 32412 Area 0.0392  
Sec 1394 SO 32412 Area 0.0229  
Sec 1395 SO 32412 Area 0.0119

***The designation for the Government House Site is confirmed subject to the following conditions:***

- 1 The entire site is designated, but any future buildings which are necessary for the purposes of the designation shall be contained within the current built area. Any future buildings deemed necessary for the designation shall be contained to that area west of the main driveway from the gatehouse to the boundary south of the Wellington College then, in an easterly direction until the 40m cadastral boundary, following that boundary back to the to the main driveway then west of the driveway to the main house as far as the swimming pool, then east behind the caretakers buildings to the outer boundary. The area specified above is identified in the attached aerial photograph, where the shaded area indicates future building is permitted.
- 2 The designation does not authorise the demolition or partial demolition of the listed Government House. Where any new building or work is proposed pursuant to the designation which would ordinarily require an outline plan, and the proposal involves the demolition or partial demolition of Government House, then the provisions of the District Plan shall apply to the proposed demolition or partial demolition, and the Council will only consider an outline plan once any consent required by the District Plan has been obtained. Where the proposal only involves demolition or partial demolition, then the provisions of the District Plan will apply to that proposal, and no outline plan will be necessary.
- 3 The Prime Minister, as the requiring authority, must consult with the New Zealand Historic Places Trust in respect of any additions, alterations to or demolition of structures on the site and to use best endeavours to comply with the principles of the New Zealand ICOMOS Charter in undertaking such additions, alterations or demolitions.
- 4 Any outline plan submitted must contain a statement of consultation with the Friends of the Wellington Town Belt Inc or if that group is no longer in existence, the organisation or organisations which the Council determines have a record of representing the public interest in relation to the Town Belt.



**Appendix I: Broadcasting and Communications – Mt Kaukau (Broadcasting Communications Limited – B1): Map Showing Where Conditions Apply**



## Appendix J: Wilton Substation (Transpower New Zealand Limited – F2): Conditions

### SECTION 1 SO 35925, CT 37B/941 (WELLINGTON REGISTRY).

*The designation for Wilton Substation is confirmed subject to the following additional conditions:*

- 1 Following the implementation of noise control measures at the Wilton Substation, the level of transformer noise measured at the substation site boundary between 7am and 10pm daily, where a residential property abuts that boundary, shall not exceed 45 dB(A) (L95). At all other times, the level of transformer noise shall not exceed 40 dB (A) (L95).
  - (i) That if noise measurements are to be performed they shall be performed at times and/or under conditions which ensure that wind noise in the trees surrounding the site, as well as distant traffic noise or extraneous corona discharge noise emission (across high voltage insulators), is not permitted to elevate the measured L95 background noise level.
  - (ii) If measurements are required under unusual conditions as would occur in the presence of other sources of

extraneous noise, then acceptable alternative assessment procedure must be adopted. The preferred alternative assessment procedure shall then be based on the use of a narrow band FFT analysis system to measure the relevant harmonic components.

The FFT analyser which is used must have appropriate selectivity (a normal 3Hz bandwidth), and an appropriate dynamic range (80dB). The instrument must have current Telarc (International Accreditation New Zealand) calibration certification. The FFT system shall then be used to measure the 100Hz, 200Hz and 300Hz harmonic noise emission components generated by the Wilton Substation's transformers. The harmonic components and levels resulting from such measurements shall be A-weighted and logarithmically summed to provide the appropriate A-weighted noise emission. This alternative measurement procedure would only be required to ensure appropriate discrimination between transformer noise emission components in the presence of significant noise emission from broadband sources of noise which do not feature harmonic components of that type.

- 2 Following the implementation of noise control measures at the Wilton Substation, the level of transformer noise between 7am and 10pm daily, at the nearest facade of a residence when corrected for facade reflections (or at an equivalent position which is not subject to facade reflection), shall not exceed 40 dB (A) (L95). At all other times, the transformer noise shall not exceed 35dB (A) L95.

(i) That if noise measurements are to be performed they shall be performed at times and/or under conditions which ensure that wind noise in the trees surrounding the site, as well as distant traffic noise or extraneous corona discharge noise emission (across high voltage insulators), is not permitted to elevate the measured L95 background noise level.

(ii) If measurements are required under unusual conditions as would occur in the presence of other sources of extraneous noise, then acceptable alternative assessment procedure must be adopted. The preferred alternative assessment procedure shall then be based on the use of a narrow band FFT analysis system to measure the relevant harmonic components.

The FFT analyser which is used must have appropriate selectivity (a normal 3Hz bandwidth), and an appropriate dynamic range (80dB). The instrument must have current Telarc (International Accreditation New Zealand) calibration certification. The FFT system shall then be used to measure the 100Hz, 200Hz and 300Hz harmonic noise emission components generated by the Wilton Substation's transformers. The harmonic components and levels resulting from such measurements shall be A-weighted and logarithmically summed to provide the appropriate A-weighted noise emission. This alternative measurement procedure would only be required to ensure appropriate discrimination between transformer noise emission components in the presence of significant noise emission from broadband sources of noise which do not feature harmonic components of that type.

- 3 All measurements shall be carried out in general accordance NZS 6801 (Measurement of Sound) and assessed with NZS 6802:1991 (Assessment of Environmental Sound) subject to the following qualifications:

(i) The measurement methodology and any subsequent assessment of the acceptability of transformer noise emission shall be based on the adoption of the L95(A) weighted statistical parameter (in lieu of the L10 parameter that is the assessment descriptor currently nominated in NZS 6802:1991) and any assessment procedures shall be applied to the L95 limits, except that section 4.4 "Adjustments to Performance Standards" of NZS 6802:1991 shall not be applied to any such assessment procedures.

(ii) If noise emission measurements are to be performed in the vicinity of or at the Wilton Substation with the aim of confirming requirements of conditions 1, 2 and 3, then the acoustical consultant's environmental engineers shall:

(a) Install a portable meteorological system at the edge of the Wilton Substation escarpment in an unshielded position that ensures the objectivity of the data collected.

(b) The meteorological system shall record peak wind velocity and direction with maximum integrating periods of 10 seconds.

(c) The data collected by the meteorological recording system during the course of the measurements shall be presented in either graphical or tabular form as an appendix to the report.

(d) The traceability of the measurements recorded by the meteorological system shall be either to New Zealand National Standards or to a comparable National or International Standard.

(iii) The noise monitoring equipment utilised shall be reference level checked before, during and after each series of measurements. The equipment shall have been subject to external calibration within the previous 12 months to confirm its compliance with the New Zealand National Standards or, failing that, with the IEC and /or ISO Standards relating to precision sound level meters and statistical analysers, and their use.

- 4 The noise control measures referred to in conditions 1 to 3 above, shall be implemented prior to 1 January 1999, or such date as agreed in writing with Council.
- 5 Within three months of the implementation of the noise control measures referred to in conditions 1 to 4, Transpower shall provide Council with a monitoring report detailing whether compliance is being achieved. If this is not being achieved the report shall also detail remedial measures to urgently achieve compliance.
- 6 The electromagnetic field levels at the boundaries of the Wilton Substation site shall not exceed the limits of exposure to 50/60 Hz fields as contained in the guidelines confirmed by the International Commission on Non-Ionising Radiation Protection in 1993.

## Appendix K: Wellington District Court (Minister For Courts – J1): Conditions

### *The Designation for the Wellington District Court Site is subject to the following conditions:*

- (i) Nothing in this designation authorises the demolition or partial demolition of the exterior of the original (1907) façade of the existing building which is a heritage building, and any such proposal shall require the Minister to either obtain any necessary resource consent or to seek the alteration of this designation by the removal of this condition. For the avoidance of doubt this condition does not cover repairs or maintenance, or additions or alterations, or any other activity requiring an outline plan under s.176A.
- (ii) Prior to the preparation of any proposal to undertake any additions or alternations to the 1907 façade of the District Court building, the Minister or his/her representative shall meet with the New Zealand Historic Places Trust to discuss the proposal.
- (iii) The Minister shall provide any subsequent plan(s) of any alterations and additions, as specified above, for comment by the New Zealand Historic Places Trust within 15 working days. In the event that there are any points raised by the New Zealand Historic Places Trust, the Department for Courts shall arrange to meet with the Trust to discuss the points raised.
- (iv) The Minister for Courts shall provide a copy of the application for outline plan approval to the New Zealand Historic Places Trust at the same time it is lodged with the Council. The Trust will then forward its comment on the proposal to the Council within 5 working days.

## Appendix L: Moa Point Drainage and Sewage Treatment (Wellington City Council – 58): Details and Conditions

### 1 Introduction

#### **Sewage Treatment**

The discharge of untreated sewage effluent into the coastal waters off Moa Point is no longer acceptable for health or social considerations or for the safe operation of Wellington Airport.

In order to avoid contamination of the receiving waters, it is necessary to remove the solids from the sewage and to treat the effluent before it is discharged.

A wide range of treatment options and treatment plant site options have been explored. These include sites between Wry Valley in the east and the Karori Stream mouth to the west. The site finally chosen is adjacent to the airport and close to the Moa Point site which was previously abandoned in 1986 primarily because of the social concerns associated with discharge in this locality. In order to assuage those concerns, effluent is to be treated to a very high level.

Treated liquid effluent will be conveyed through an outfall pipe buried in the seabed, and will be discharged through diffusers sufficiently far off-shore to ensure that the established water classification is complied with.

At the time of designation 58 being confirmed, the Moa Point Wastewater Treatment Plant (WWTP) site was neither sufficiently large nor conveniently located for the treatment and disposal of the solid waste component of the sewage. Solid waste was therefore pumped as a sludge through underground pipes to Carey's Gully dewatering facility, with the inert waste then deposited in the adjacent sanitary landfill refuse disposal area, known as Southern Landfill.

The extension to the designation boundaries will now enable the site to accommodate a Sludge Minimisation Facility (SMF) which will treat solid waste to the extent that it is stabilised and substantially reduced in volume, and will be subject to a higher level of treatment than currently occurs at Carey's Gully. In turn, this will reduce the volume of solid waste which will need to be deposited to Southern Landfill. The SMF will deliver the resultant solid



waste to landfill by vehicle and will therefore no longer require the pumping of sludge via underground pipes to Carey's Gully. The long-term aim is to find a beneficial re-use of the end sludge product to avoid disposal to landfill.

A wide range of treatment options and treatment plant site options have been explored for the SMF. These include sites at or near to the existing Moa Point WWTP or at or near to Carey's Gully sludge dewatering plant. Following a detailed multi-criteria assessment of a range of treatment process options across the two locations, a site was finally chosen adjacent to the existing Moa Point WWTP which will treat sludge through lysis digestion and thermal drying.

Details of the designation are shown on Plan 1 attached.

### **Drainage**

The site is designated Drainage - Sewage Treatment and a separate set of conditions applies to the continued management and maintenance of the Moa Point Wastewater Treatment Plant (Moa Point WWTP) and the construction, operation, management and maintenance of the Sludge Minimisation Facility (SMF).

#### **Application of conditions**

For the avoidance of doubt:

- **Conditions 4 to 18** apply only to the existing Moa Point WWTP.
- **Conditions 19 to 32** apply only to the SMF.

## **2 Objectives, Conditions and Restrictions Relating to Drainage/Sewage Treatment Designation – Moa Point WWTP**

The following objectives, conditions and restrictions are to apply to the construction and operation of the existing Moa Point WWTP on the eastern area of the site designated for this purpose, which is located adjacent to the south eastern end of Wellington Airport.

### **2.1 Objectives**

#### **2.1.1 Primary Objective**

To make planning provision for the establishment of a sewage treatment plant, through a designation to treat Wellington sewage to a level sufficient to ensure that it is no longer a source of pollution on the south coast.

#### **2.1.2 Secondary Objectives**

2.1.2.1 To recognise the importance of the site in Wellington especially its strategic location in relation to the existing sewerage system.

2.1.2.2 To avoid remedy or mitigate the social, psychological, ecological and physical impacts of locating a sewage treatment plant within an urban setting.

2.1.2.3 To ensure that in its location, form, character and operation, the plant is as inconspicuous as practicable and does not obtrude unnecessarily upon the community's consciousness.

2.1.2.4 To establish compatibility between the land uses on the site with minimum interference between the uses in the designated area and those in nearby residential areas, the Golf Courses and the Airport.

2.1.2.5 To ensure that there is no significant nuisance or inconvenience outside the site caused by the operation, particularly by its noise or odour.

2.1.2.6 To ensure that the land surrounding the plant is fully landscaped, to restore exposed ground and to reduce the visual impact of the development.

## **3 Moa Point WWTP Activities**

3.1 Activities associated with the Moa Point WWTP in the designated area shall be restricted to the following:

- sewage treatment plant and ancillary uses and amenities;

- laboratories ancillary to the treatment plant;
- administrative offices ancillary to the treatment plant;
- workshop and parts storage ancillary to the treatment plant;
- staff and visitors' amenities.

### Moa Point WWTP Conditions

## 4 Height and Yards

- 4.1 Any building platform or platforms shall be constructed at a level between 20m and 35m above mean sea level. Structures shall in no case be located closer than 5m to the boundary of the designation.
- 4.2 Structures shall not exceed a height of 47m above mean sea level and shall be the same general height and location as shown on plans and elevations depicted in plans 2 and 3, except for the stack which shall not exceed a height of 51m above mean sea level. There may be limited variations to these plans and elevations to accommodate layout and design considerations, but only to the extent that the 'design and appearance' conditions are complied with and the buildings maintain the same degree of screening for the clarifiers for distant views from the suburban areas to the north and north-east.
- 4.3 In no case shall the airport height controls be exceeded. (Refer to District Plan Maps 36 and 37.
- 4.4 That a report from an air quality specialist be submitted to the Policy (District Plan) Section, Wellington City Council, within twelve months of the erection of the stack extension. That report shall review the effectiveness of the extension in reducing odour discernible beyond the boundaries of the plant site. Should the report indicate that the stack extension (as proposed or similar) has had no effect in reducing odour impact, the extension shall be removed and Condition 4.2 amended to reduce the height limit relating to the stack to 48m above mean sea level.

## 5 Noise

- 5.1 Before any development starts, Council will be required to obtain a certificate from an independent acoustical consultant approved by the Medical Officer of Health for the Wellington District, stating that in the consultant's opinion, the noise emission from the site after the establishment of the proposed use would not exceed the noise levels specified below.

Noise levels, with corrections applied, measured on any land zoned for residential purposes:

	7am-6pm	6pm-10pm	10pm-7am
L95	45dBA	40dBA	35dBA
L10	55dBA	50dBA	45dBA
Lmax			65dBA

When monitoring noise levels, the methods prescribed in NZ Standard 6801:1991 shall be used.

- 5.1.1 Provisions concerning the required noise level standards shall not apply to the following:

(a) Noise of safety signals, warning devices and emergency pressure relief valves.

(b) Between 7am and 8pm, for:

noise from the engines of vehicles visiting the site for any purpose, but not including the repair, maintenance or servicing of those vehicles on the site; and the construction or alteration of buildings that have been approved by Council,

- 5.1.2 the following corrections shall be applied:

Type of Operation or Character of Noise	Correction for dBA Limits
Where noise source operates for less than 20% of a one hour period	+5
Where noise source operates for less than 5% of a one hour period	+10
Where noise is impulsive in character (hammering, etc)	-5

Where noise is of periodic character (hum, screech, etc)	-5
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The treatment plant shall be required to operate within these levels.

## 6 Air Pollution

There shall be no discernible odour resulting from the operation of the waste water treatment plant, at or beyond the boundary of the plant site as designated in the District Plan.

There shall be no discharge into the air of any contaminant from the waste water treatment plant which has adverse effects at or beyond the site boundary.

Note - not forming part of the Plan: Notwithstanding the above standards, Council reserves the right to use its powers under the relevant statutory powers to protect the amenities of the district.

## 7 Clarifiers

The clarifiers are to be disguised by an open structure that will effectively conceal their function as water-retaining structures. The covers will be designed to suppress wave formation and the generation of aerosols.

## 8 Dust

8.1 All dust on the site shall be controlled to avoid remedy or mitigate any escape to neighbouring properties.

8.2 During the course of construction, all exposed or excavated surfaces shall be maintained in a condition to avoid remedy or mitigate dust nuisance. See under additional conditions and restrictions to apply during the construction phase of the treatment plant (Section 18).

## 9 Landscape design

9.1 A landscape plan shall be prepared with the following objectives:

9.1.1 To establish substantial vegetation cover as quickly as is practicable over the site surrounding the treatment plant for the purpose of:

- ameliorating excavations, cut faces, embankments, or bunds; and
- reducing the visual impact of the treatment plant, particularly as viewed from residential properties to the east.

9.1.2 To provide vegetative cover to any disturbed surface as soon as possible.

9.1.3 Keeping to a minimum any excavation into the toes of the surrounding hill slopes to create the site platform and ensuring that the earthworks shall be implemented to conform as closely as possible to the existing "natural" slopes.

9.1.4 Where the bases of the cut faces need to be vertical, to support these by crib walls with decorative natural stone panels.

9.1.5 To implement the revegetation programme in stages to follow the stages of the earthworks programme. Planting work is to begin as soon as a surface is completed to final grade.

9.1.6 Where the slopes are to be 1:1 gradient, to carry out the revegetation work on 2m x 2m benches.

9.1.7 To choose the species for revegetation predominantly from plant material already occurring on the site and, preferably, grown from seed sourced from the site.

9.1.8 To spread back over the surfaces to be planted any topsoil stripped from the site during construction. This soil will provide a natural seed source.

9.1.9 To install a temporary irrigation scheme to ensure plant establishment, which must be phased out as soon as advised by the horticultural expert.

9.1.10 To source rock fill for gabion baskets from the site to ensure colour and texture conformity. Landscape development work on the site platform itself will be required to soften the structures and reduce their visual scale.

- 9.2 To ensure that the landscape plan includes provision for the planting of appropriate native species, the stabilisation of slopes and the installation of irrigation systems where necessary to facilitate plant growth.
- 9.3 To implement progressively the landscaping of the site until such time as the objectives of the plan are attained.
- 9.4 To incorporate within the site's landscaping and planting provisions the existing reserve or open space land between the site and Kekerenga Street. Planting in this area should cover an area sufficient to screen views of the treatment plant from properties in Kekerenga Street.

## **10 The Northern Bund**

The bund to the north of the plant may be increased in height with the consent of the Miramar Golf Club and Wellington International Airport Limited, but should not be reduced below the level indicated in plan 3 attached.

## **11 Design and Appearance of Buildings**

- 11.1 Without limiting the detailed architectural approach or design of a treatment plant on the site, the plant shall be developed to give the appearance of separate but closely integrated buildings or facilities generally, as depicted in plans 2 and 3 attached.
- 11.2 When viewed from the air or from a distance, the treatment plant shall present the appearance of being a largely industrial complex which has been architecturally designed to harmonise with and enhance the landscape. As discussed under Section 4 Height and Yards, the design shall not be modified so as to lessen its screening aspects.

## **12 Lighting**

- 12.1 Lighting of the treatment plant shall be to a level which is sufficient for security and operations and designed to prevent the intrusion of direct light into residential properties.

## **13 Fencing**

- 13.1 In addition to the security measures to safeguard unauthorised entry to the treatment plant, appropriate safety fencing shall be installed near the top of all steep slopes or cut faces to the east and south of the site to prevent access by children.

## **14 Flooding**

The plant equipment, buildings and contouring of the site are to be designed in such a way as to ensure that any overflows, including the accidental or emergency breaches of any tanks, are directed away from the Airport. In particular, the stormwater drainage system is to be designed for a 20 year return period and the layout of the plant is to incorporate such bunding and curbing as is necessary to direct stormwater from a 50 year return period direct to Moa Point Road away from the Airport.

## **15 Plant Breakdown**

- 15.1 Council is to ensure that in the event of any breakdown, steps are immediately taken to:
- 15.1.1 avoid any risk of bird strike;
- 15.1.2 notify the Airport control tower of the breakdown and its expected duration;
- 15.1.3 notify Airport management; and
- 15.1.4 notify the Wellington Regional Council (or the relevant consent authority under the Resource Management Act).

## **16 Community Consultation and Mitigation**

- 16.1 Council shall in consultation with Mr and Mrs Cornish, the Strathmore Park Progressive and Beautifying Association Inc by its Sewage Action Committee, and Mrs Hoang, establish a Community Liaison Committee which represents the interests of those persons affected by the Treatment Plant.

- 16.2 The role of the Committee will be to work with Council staff and consultants to establish ways to avoid remedy or mitigate any adverse effects of the plant (including its construction) on the adjacent communities. Matters upon which the Committee would be expected to provide input include such matters as the quality and location of fencing, lighting, landscaping, and the provision of facilities and beautification schemes to counteract any possible effects of the treatment plant on property values and the use and enjoyment of the area. The Committee will also be expected to assist Council in monitoring the effects of the construction period.
- 16.3 Council will employ a facilitator to service this Committee and to ensure good communication and coordination between the Committee and Council and between the Committee and other affected residents in adjacent communities.
- 16.4 A terms of reference, setting out the rights and responsibilities of the Committee and its relationship to Council and its officers, will be drawn up in consultation with the Committee.
- 16.5 Council will nominate one person within the Cityworks Division who will be responsible for ensuring that concerns raised by the Committee and others affected by the project are addressed promptly.

## **17 Land Acquisition**

### **17.1 Sites with a View**

If requested by an owner who was an owner at 19 June 1991, Council shall purchase any of the privately owned residences in Kekerenga Street with a view of the treatment plant or part of that plant either from the house or from the section surrounding the residence.

### **17.2 Adverse Environment Effects**

If the plant malfunctions to the extent that it creates any adverse effects on the environmental conditions in the vicinity of Kekerenga Street within a 400m radius from the centre of the site, Council if requested by the owners of houses in that area must purchase those houses so affected.

### **17.3 Assessment of Purchase Price**

The purchase price shall be based on market value and assessed as if the designation for the treatment plant upon this site was not in place. The existence, prior to this provision becoming operative, of the drainage designation closer to Lavender Bay shall be a relevant factor in assessing a value. Any disagreement or dispute as to market value shall be referred to arbitration under the Arbitration Act 1908 or any amendments or successors.

## **18 Additional Conditions and Restrictions to Apply During the Construction Phase of the Treatment Plant**

### **18.1 Access**

All access to the site shall be via Moa Point Road. There shall be no access to the site from the north using the airport perimeter road.

### **18.2 Flight Paths**

No structure, building, machinery, or construction equipment, shall intrude into the approach fan for Runway 34.

### **18.3 Cover of Exposed Surfaces**

Council will institute controls during the course of construction, specifically designed to minimise the attraction of the birds to the site. In particular, it will stage works to ensure a minimum exposure of material at any one time and will ensure that there is overnight cover of all exposed surfaces. In the event that any birds are observed using the site for roosting, Council will take immediate steps to remedy the situation. Specifically Council shall ensure:

- 18.3.1 all exposed and unsealed surfaces are to be kept moist to suppress the generation of dust;
- 18.3.2 at the completion of each working day, any exposed material or surface which is likely to attract birds is to be covered over until work recommences;

18.3.3 truckloads of excavated material are to be covered to prevent dust nuisance;

18.3.4 stockpiles are to be kept moist to suppress the generation of dust; and the contractors are required to secure the site.

#### 18.4 Blasting

18.4.1 Any blasting on the site necessary for construction purposes is to be carried out only between the hours of 9.00am and 4.00pm Monday to Friday.

18.4.2 In all cases, nearby residents in the immediate vicinity (in particular Kekerenga Street and Moa Point Road), and Airport management and Air Traffic Control are to be notified by letter drop at least 24 hours in advance of the blasting.

18.4.3 Blasting shall be immediately preceded by a siren or hooter (with a sound which distinguishes it from normal Police, Ambulance or Fire Service sirens).

#### 18.5 Arc-Welding

At all times, appropriate measures shall be taken to ensure that any arc- welding will not be hazardous to air traffic at Wellington International Airport.

#### 18.6 Machinery Maintenance

At all times, diesel-powered machinery (including trucks) shall be maintained to avoid remedy or mitigate minimise excessive smoke and/or diesel odour emissions.

#### 18.7 Hours of Operation

Construction on the site shall be restricted to the following hours:

Monday to Friday	7.00am to 6.00pm
Saturday	9.00am to 3.30pm
Sundays	no work

*The designation covers the area proposed for a sewage treatment plant for Wellington. In addition, conditions and restrictions are specified to ensure accountability in establishment, development and management of the facility.*

*The site is of particular strategic importance, being closely located to the existing sewerage reticulation system. It also offers available land of suitable size and reasonable contour.*

*The site is generally well isolated from nearby recreational, residential and airport activities, by distance, difference in elevation or landform. The plant will not be readily discernible by the general public. Although it is close to several residences in Kekerenga Street, the existing reserve provides a buffer zone. Controls on noise and odour will minimise potential nuisance and landscaping requirements will reduce visual impacts.*

#### DEFINITIONS, ABBREVIATIONS, ACROMYNS AND TERMS FOR CONDITIONS 19 TO 32

TERM	DEFINITION
AEE	Assessment of Environmental Effects for the Wellington Sludge Minimisation Facility Project
Airport Curfew	The period within which WIAL will not allow aircraft operations (take-off and landing) to occur on each day.
CMO	Wellington City Council's Compliance Monitoring Officer
Commissioning Phase	The final phase of construction involving a staged approach whereby individual systems are tested and then integrated with other systems prior to being made operational.
COMP	Commissioning Odour Management Plan
Council	Wellington City Council
CNVMP	Construction Noise and Vibration Management Plan
CTMP	Construction Traffic Management Plan
Dust	Means all non-combusted solid particulate matter that is suspended in the air, or has

	settled after being airborne. Dust may be derived from materials including rock, sand, cement, fertiliser, coal, soil, paint, animal products and wood.
Dust Nuisance	means the generation of dust resulting in visible evidence of suspended solid: <ul style="list-style-type: none"> <li>a. in the air beyond the site the dust is generated from; or</li> <li>b. traceable from a dust source settling on the ground, building or structure on a neighbouring site, or water.</li> </ul>
ESCP	Erosion and Sediment Control Plan
GWRC	Greater Wellington Regional Council, including any officer of Greater Wellington Regional Council
LRV	Light reflectance value which applies to colours applied to products (paint, powdercoating)
LVMP	Landscape and Vegetation Management Plan
Moa Point WWTP	Moa Point Wastewater Treatment Plant and includes the activities listed at 3.1 of this Designation.
MPTMP	Maintenance Period Traffic Management Plan
OOMP	Operational Odour Management Plan
OMP	Operation and Maintenance Plan
OTMP	Operational Traffic Management Plan
Outline Plan	An outline plan prepared in accordance with section 176A of the Resource Management Act 1991
RCA	Road Controlling Authority
Requiring Authority	Wellington City Council
SMF	Sludge Minimisation Facility for the purpose of stabilising and reducing the volume of processed sludge produced by the Moa Point WWTP and Western (Karori) WWTP
SMF Early Enabling Works	These are works which can be authorised either through the existing designation without the requirement for an Outline Plan, or as permitted activities which do not require a resource consent. The early enabling works to be undertaken in association with the SMF works, include: <ul style="list-style-type: none"> <li>• Below ground services relocation or upgrades</li> <li>• Demolition of on-site buildings</li> <li>• Slope stabilisation works</li> </ul>
SMF Works	The design, construction, maintenance and operation of the SMF as referenced in the AEE and the related SMF designation conditions. SMF Works excludes early enabling works, as per the 'SMF Early Enabling Works' definition, which can be undertaken without the submission of an Outline Plan.
SMF Construction Works	All aspects of the SMF Works which relate to construction activities.
Summer Break	20 December to 31 January of any calendar year
WCC	Wellington City Council
WIAL	Wellington International Airport Limited
Working Days	Has the same meaning under section 2 of the Resource Management Act 1991
WWTP Access Road	Access road serving Moa Point WWTP, off Stewart Duff Drive

## 19 General

19.1 While providing for further development of the design and layout, the SMF Works shall be undertaken in general accordance with:

- 'Description of the proposal' in the AEE Report, dated August 2022
- General Arrangement Plan – ref. 3258521-DA-000-K0121 Rev A
- Street Elevation – ref. 3258521-DA-000-K1202 Rev A

However, changes to the SMF Works from that set out in these documents shall be allowed, provided that:

- The Requiring Authority demonstrates that any material changes from the plans referenced above results in no more than a minor change to the adverse effects on the environment; and
- All other conditions are still able to be complied with.

Where there may be inconsistencies between information within the documents listed above and conditions of the designation, these conditions shall prevail.

- 19.2 An outline plan/s shall be submitted to Council (as the Territorial Authority) in accordance with section 176A of the RMA, unless a waiver for this requirement is provided in writing by Council.

As well as the matters set out in section 176A(3), the outline plan(s) shall include the following items in accordance with conditions on this designation:

- Design Statement
- Landscape and Vegetation Management Plan
- Construction Noise and Vibration Management Plan
- Operational Traffic Management Plan

- 19.3 As soon as reasonably practicable following the completion of construction of the SMF, the Requiring Authority shall give notice in accordance with section 182 of the RMA, seeking the revision of the designation boundary to that shown in Plan 3258521-DA-K0112 Rev A.

- 19.4 The Requiring Authority shall arrange and conduct a pre-construction site meeting with the contractor prior to any work authorised by this designation commencing on site and invite, with a minimum of 10 days' notice, Council's Compliance Monitoring Officer (CMO) and any other key Council representatives determined by the CMO.

*Note: In the case that any of the invited parties, other than the representative of the Requiring Authority and the contractor, do not attend this meeting, the Requiring Authority will have complied with this condition, provided the invitation requirement is met.*

- 19.5 The Requiring Authority may request amendments to any of the management plans required by these conditions by submitting the amendments in writing to the CMO at least 10 Working Days prior to any changes taking effect. Any changes to management plans shall remain consistent with the overall intent of the management plan and relevant conditions and achieve the outcomes required by these conditions. The changes sought shall not be implemented until the Requiring Authority has received the CMO's written approval for the amendments.

- 19.6 The designation does not authorise the removal of the landform to the west of Stewart Duff Drive and within the north-west area of the designation, known as the 'hillock', either in whole or in part.

## 20 Layout and Heights

Each structure is depicted on the general arrangement plan attached to this designation (plan 3258521-DA-000-K0121 Rev A). Variations to the siting and footprints of these buildings/structures may occur to accommodate layout and design evolution, but only to the extent that all other SMF designation conditions are complied with.

All key structures, identified in the table below, shall not exceed the following heights, based on NZ Vertical Datum 2016, as set out in the Table below:

Key Structure	Maximum Height (NZVD2016)
Main Sludge Processing Building 1	35.5m
Main Sludge Processing Building 2	32.0m
Digesters	30.0m

These maximum heights are measured relative to New Zealand Vertical Datum and are not the absolute heights of each structure.

*Note: Maximum heights excludes roof mounted equipment and building facades.*

## 21 Design and Appearance

- 21.1 The Requiring Authority shall prepare a Design Statement. The Design Statement shall set out how the following has been considered in the design:

- That site levels and building form, colour and texture reduce the apparent height and bulk of large buildings, and minimise reflectivity and glare when viewed from adjoining public, residential areas or the air.
- That variations in building mass, height and architectural form have been considered to provide visual cohesiveness and interest, reduce any potentially adverse effects of building bulk and scale and promote visual permeability.
- That landscape treatment has been incorporated where practicable to assist in the screening of parking, loading



and storage areas.

- That opportunities for low-level amenity planting within the Stewart Duff Drive frontage have been explored to benefit those passing by close to the site.
- That the use of sustainable materials/techniques have been considered as part of the design.

The Design Statement shall also demonstrate how the development is consistent with the following requirements for the purpose of mitigating landscape and visual effects:

- All colours and materials applied to the SMF shall have a light reflectance value (LRV) or equivalent no greater than 42%, excluding the gas bag(s).
- All colours and materials applied to the SMF shall be selected from a colour palette that relates to the natural environment, of either the hillside and its vegetation or the sky and seascape that surrounds it.
- The proposed gas bag(s) shall not be white unless it can be demonstrated that the gas bag(s) colour selection has been considered as part of the visual cohesiveness of the overall SMF design and colour palette. Where practicable, the gas bag(s) shall have a light reflectance value (LRV) no greater than 42%.
- Details of the concrete compound and surface finish or mixture to be used externally on the buildings demonstrating that it achieves an equivalent light reflective value (LRV) of 42% maximum.
- The SMF buildings shall not be clad in materials including stainless steel or unpainted galvanised steel, copper or polycarbonate translucent cladding.
- Any glazed areas shall use low-reflectivity glass.
- Any external lighting shall be shielded to prevent light spill. Any external lighting shall be for wayfinding and security reasons only.
- The SMF buildings shall not include any sign-writing or advertising. Any signage shall be low level, for health and safety and way-finding purposes only, for the benefit of site users.
- Details of fences, gates and walls will be provided. Such structures will be as inconspicuous as practicable.
- Details of the vegetated wire mattress system for stabilisation of cut slopes and the exact locations for any proposed shotcrete will be provided.

In preparing the Design Statement, the Requiring Authority shall consult with Council and a final draft shall be submitted to Council for comment. In finalising the Design Statement, the Requiring Authority shall take into account any feedback received from Council.

*Note – This would not preclude the use of pattern or artwork(s) (excluding text) on the exterior of the building, and the applicant is encouraged to consider this as an option.*

*Note - To achieve an equivalent LRV of 42%, the concrete will need to be coated or include an oxide in the mix, or both. Any texture applied to the concrete will also assist in reducing the material's reflectivity. The concrete's reflectivity will need to be approximately midway between Gull Grey (50% LRV) and Sandstone Grey (27% LRV).*

21.2

The Requiring Authority shall prepare a Landscape and Vegetation Management Plan (LVMP) which shall achieve the following:

- The creation of improved quality lizard habitat on the unaffected or modified slopes which surround the main construction site and identified Council reserves, in accordance with the Lizard Management Plan certified by the Department of Conservation (as required under Condition 27.1).
- Where consistent with the aims and outcomes of the Lizard Management Plan (LMP), unaffected or modified slopes shall be revegetated in a manner that restores indigenous biodiversity values, whilst also being informed by Council's plant list for coastal headlands, cliffs, escarpments and gullies.
- Where practicable, vegetation cover shall be established on disturbed surfaces as soon as possible for the purposes of reducing erosion, sedimentation and the visual impact of earthworks.
- Planting areas shall be maintained for a minimum of five years including pest plant management.
- Engagement with Predator Free Wellington to manage the potential for the SMF to adversely impact ongoing animal pest control measures in the surrounding area.
- Any vertical cut faces are to be supported by retaining walls or similar engineering features. Retaining structures (excluding shotcrete) shall not be publicly visible (either forming part of building envelope or screened by proposed buildings).
- Any gabion baskets shall be at the toe of the slope only and shall not be publicly visible.
- All proposed planting shall be low-level only to ensure that the ongoing safety of airport operations is not adversely affected.
- Where practicable, provide opportunities to work with the local community as part of vegetation restoration and/or ongoing management.

*In preparing the LVMP, the Requiring Authority shall consult with the Council and a final draft shall be submitted to both parties for comment. In finalising the LVMP, the Requiring Authority shall take into account any feedback received from the Council.*

*Note: Following the completion of the habitat enhancement programme (both on site and on identified Council*

*reserves), an assessment of actual outcomes of relocation and habitat enhancement work shall be undertaken through a five-year monitoring programme, in accordance with the certified Lizard Management Plan and conditions of the Wildlife Act Authority.*

*Note: Specifically for this condition, 'publicly visible' means visible from a member of the public at ground level on Stewart Duff Drive.*

## 22 Flooding

- 22.1 The plant equipment, buildings and contouring of the site are to be designed in such a way as to ensure that any overflows, including the accidental or emergency breaches of any tanks, are directed away from the Airport and Cyclotek Pharmaceuticals Ltd. In particular, the stormwater (reticulated network) drainage system is to be designed for a 20 year return period and the layout of the plant is to incorporate such bunding and curbing as is necessary to direct stormwater / overland flows from a 100 year return period (with climate change) direct to Moa Point Road away from the Airport and avoiding the boundary of Cyclotek Pharmaceuticals Ltd.
- 22.2 The Requiring Authority shall demonstrate to the CMO that the buildings and structures of the Sludge Management Facility are designed to be resilient to at least a 100 year return period of flooding event.

## 22A Three Waters

- 22A.1 The Requiring Authority must comply with the requirements of the WCC Code of Practice for Land Development (either its current version or replacement document), unless otherwise modified by condition(s) of the designation or agreed in writing by the Wellington Water Land Development Team. These are the engineering standards for mitigating adverse effects on the environment from earthworks, traffic (roading and vehicle access), wastewater and stormwater drainage, water supply and utility structures.
- 22A.2 No construction activities deemed to impact the existing water supply, stormwater or wastewater drainage assets shall start prior to sufficient documentation being submitted to the Wellington Water Land Development Team for their acceptance. Such documentation may include some or all of the following:
- i. engineering plans and design certificate,
  - ii. specifications,
  - iii. Design documentation (assessment, detailed drawings, and calculations) to support build over/near the Wellington Water.
    - wastewater pipes and pumpstation
    - Stormwater pipes
    - Water supply pipes
  - iv. Construction management plans, including risk assessment, risk mitigations, contingency plans in response to potential damage to existing assets and consideration of ongoing operation and maintenance activities.
- 22A.3 Where existing buildings have been, or are to be, demolished or replaced, the end of the existing private water, stormwater and wastewater lateral(s) must be abandoned/decommissioned including disconnecting from the public main (water) and capping at the shared private drain (stormwater and wastewater). It is required that Council be advised of the final treatment by way of including the location of capping on the final as-built plan.

### Advice Notes:

1. Where drainage works are required, permits in addition to the works authorised by this designation are required: namely
    - Public Drainage Permit
      - Some of the engineering plans and specifications in the designation condition above are to be submitted during the application stage for these permit(s).
  2. Scheme and other indicative layout plans submitted as part of the application will be used by Council for information purposes only. These plans will not be used for granting approval under the condition above. Approvals will only be given on detailed engineering plans.
  3. Prior to connection, an application for water supply and wastewater / stormwater (if required) is required to be made to Wellington City Council. All works must be inspected and tested by the Wellington Water, Water and Drainage Inspector.
- 22A.4 The Requiring Authority shall provide the buildings with an appropriately sized metered water service pipe connected to a water supply main for domestic supply. An engraved plastic tag reading "WATER SUPPLY MANIFOLD FOR (Street No)" is to be secured to the manifold clearly showing which property is served by the manifold. An RPZ-type backflow preventer is required if the connection is greater than 20mm DI.
- 22A.5 The Requiring Authority shall manage fire safety in the facility through either option 1 or 2:

1. Install a sprinkler protection system in accordance with Automatic Fire Sprinkler Systems NZS4541 (excluding spaces where gas suppression systems are employed and electrical rooms which are fire rated in lieu of sprinklers). The Requiring Authority shall demonstrate that flow rates are adequate to service the sprinkler system. If upgrade of public water supply infrastructure is required specifically to provide adequate flows, this shall be at the cost of the Requiring Authority.
2. Provide a firefighting water supply complying with the NZ Fire Service Code of Practice for Firefighting Water Supplies SNZ PAS 4509:2008

22A.6 The Requiring Authority may build over the existing public wastewater and stormwater network. No construction deemed to impact the existing water supply, stormwater or wastewater drainage assets shall start prior to sufficient documentation being submitted to the Wellington Water Land Development Team for their acceptance, including but not limited to;

- i. Engineering plans and design certificate,
- ii. Specifications,
- iii. Seismic and Structural Design Assessment and Calculations, including assessment of:
  - The potential for any interaction effects between the proposed building's foundations and piles near the wastewater assets (pipes and pumpstation) in a seismic event, and
  - The factors of safety and implications on the existing pipes and wastewater pumpstation as a result of any new buildings and structures,
- iv. Safety in Design Assessment, including
  - 24 / 7 access to the wastewater pumpstation for operation / maintenance purposes,
  - Methodology for maintenance / eventual replacement.

22A.7 The development of this site will require the public wastewater network to be amended to facilitate the building of structures and buildings over those services. The public wastewater network modifications shall be inspected on site prior to the works commencing and their condition certified by a suitably qualified Civil/Structural Engineer. At the conclusion of the engineering works the Requiring Authority is to provide a further certification from a suitably qualified chartered engineer that the public wastewater assets are in accordance with the design (pipes and pumpstation) and the assets are in good condition.

22A.8 The development of this site may require the public stormwater and wastewater main to be altered to serve the development. All newly constructed stormwater and wastewater mains to be vested in Council shall be approved by Wellington Water Land Development Team based on a [video or] closed circuit television (CCTV) inspection carried out by the Requiring Authority in accordance with the New Zealand Pipe Inspection Manual. A pan tilt camera shall be used and lateral connections shall be inspected from inside the main.

22A.9 As the proposed construction may not comply with the Regional Standard for Water Services requirement for building/working near public wastewater and stormwater mains and pumpstation, the Requiring Authority must provide pre- and post- inspection footage and reports of the existing public infrastructure to the Wellington Water Land Development Team for approval.

22A.10 Any new defects identified post-development and deemed to be caused by the construction activities on the site must be repaired by the Requiring Authority prior to acceptance. Costs incurred for such repairs will be at the expense of the Requiring Authority.

22A.11 Piles and concrete foundations within the proposed public stormwater and wastewater assets must be kept a minimum of 1.0m from all public infrastructure, and pile foundations are required to be founded on solid ground below the main invert level within 1.0m of the main in accordance with Standards and Guidelines for buildings over or near Public Drains.

22A.12 The development must be provided with a suitably sized, separate and direct stormwater and wastewater lateral connections to a public stormwater and wastewater network at a location accepted in writing by the Wellington Water Land Development Team.

22A.13 At the conclusion of the engineering works, the Requiring Authority is to submit as-built drawings that meet the requirements of Wellington Water Regional As-built Specification for Water Services for water supply, wastewater and stormwater drainage.

22A.24 Once an as-built plan has been submitted and before vesting of assets or application, the Requiring Authority is required to arrange for a final inspection with the Wellington Water Drainage Inspector.

## 23 Construction Work Hours

- 23.1 Normal working hours for onsite construction activities will be as follows:
- 7:00am to 6.00pm Monday to Saturday (excluding public holidays).
  - All heavy construction vehicle access to the site shall be via Moa Point Road. There shall be no access to the site from the north using the airport perimeter road for such vehicles.
  - Any construction work which cannot be reasonably undertaken during normal working hours shall be identified in the Construction Traffic Management Plan and/or the Construction Noise and Vibration Plan required by Condition 25.

## 24 General Construction Restrictions

- 24.1 At all times, appropriate measures shall be taken to ensure that any arc-welding will not be hazardous to air traffic at Wellington International Airport.
- 24.2 At all times, diesel-powered machinery (including trucks) shall be maintained to avoid, remedy or mitigate minimise excessive smoke and/or diesel odour emissions.
- 24.3 The proposed construction shall be carried out in such a manner that the generation of dust is kept to a practicable minimum. In any case there must be no particulate matter beyond the boundary of the site that has an objectionable or offensive effect as a result of the activities authorised by this designation.
- For the purposes of this condition, the boundary of the site is as defined in Plan 7 (ref. 3258521-DA-000-K0113) attached to this designation.
- 24.4 Where there is potential for a project or work to adversely affect the operation of Wellington Airport, including but not limited to visual navigation aids or air traffic facilities or activities, the Requiring Authority shall coordinate with Wellington international Airport Limited (WIAL) to ensure that the project or work will not affect WIAL's ability to meet its obligations under the Civil Aviation Authority New Zealand Rules.

## 25 Construction Management Plans

- 25.1 A Construction Traffic Management Plan (CTMP) shall be submitted to the CMO for certification at least 10 working days prior to the proposed date of commencement of the SMF works.

The CTMP shall detail the procedures, requirements and standards necessary for managing the traffic effects during construction so that safe, adequate and convenient routes for local movements by all transport modes are maintained, including access for airport operations, throughout the construction of the Project. In particular, the CTMP shall include:

- Construction dates and hours of operation.
- The identification of the two heavy vehicle construction routes (as identified as Route 1 and Route 2 in the supporting Transport Assessment, prepared by Beca, dated August 2022).
- A requirement to co-ordinate and collaborate with WIAL regarding any overlapping WIAL construction activities, namely the freight / logistics hub, to manage and mitigate cumulative construction traffic effects as far as practicable.
- A requirement to co-ordinate with Cyclotek to agree measures to maintain vehicle and pedestrian access for staff and visitors associated with Cyclotek operations, including courier dispatch, waste management and delivery/service vehicles
- Details of over-dimension trucks and/or loads which could not use either Route 1 or Route 2 to access the site and would therefore need to cross the airport taxiway during airport curfew hours. Use of the taxiway requires WIAL approval on a case-by-case basis.
- A requirement to consult with WIAL and seek their agreement to impose a reduced speed limit of 30km/h along Stewart Duff Drive during construction, between the main construction yard and the junction with Moa Point Road.
- Notwithstanding Condition 25.1(f) above, a requirement that all construction vehicles are limited to speeds of 30km/h during construction along Stewart Duff Drive between the main construction yard and the junction with Moa Point Road.
- Safety control measures such as fencing, barriers, hoarding, signage and a temporary crossing point.
- A staff travel management plan including a car pool policy and consideration of off-site, off-road parking opportunities.
- A requirement that all construction vehicle drivers are trained and inducted to make them aware of: reduced speed limit along Stewart Duff Drive, as identified at Condition 25.1(f); and the potential for school children crossing the road in certain locations on the identified heavy vehicle construction routes.
- A temporary traffic management plan to avoid potential conflicts between pedestrians and construction traffic on Stewart Duff Drive, either in the form of protected pedestrian routes or via closure of footpaths with alternative routes/diversions provided.
- Measures to maintain vehicle and pedestrian access for staff and visitors to Moa Point WWTP.

- m. Contact details for appropriate person(s) implementing the CTMP, including after-hours contact details.
- n. The identification of any construction work which cannot be reasonably undertaken during normal working hours, as per Condition 23.1.
- o. A plan for the management of pedestrian and vehicular traffic along Stewart Duff Drive where the road is temporarily closed to the public, with alternative routes/diversions provided and associated signage, if appropriate. This plan shall be prepared in consultation with WIAL.

*The following further specific measures are required in relation to concrete truck activities exceeding 100m<sup>3</sup> in any one day:*

- p. A requirement that heavy vehicles associated with concrete pour activities to use Route 1 only.
- q. A requirement to co-ordinate with Council regarding any planned construction works on the road corridor along the proposed construction vehicle routes.
- r. Unless otherwise permitted through Condition 25.1(n), all concrete pour activities and associated heavy vehicle construction traffic to be undertaken within the following time restrictions:
  - i. Outside of the summer break, all work to be *undertaken* on weekdays only, other than on a Saturday where work shall finish prior to 10:00am.
  - ii. During the summer break, all work shall finish prior to 10:00am on any day, other than Sundays.  
Note: it is anticipated that concrete pour activities will take place outside of normal Construction Work Hours under Condition 23.1 and accordingly, such details shall be set out in the CTMP in accordance with Condition 25.1(n).
- s. Detailed management plan for the management of pedestrian and vehicular traffic along Stewart Duff Drive during this period, which would either require the presence of traffic controllers or a relevant portion of the road is closed to the public, with alternative routes/diversions provided and associated signage.
- t. Traffic management measures at key school pedestrian crossings along Route 1 between the hours of 8:15am to 9:15am and 2:30pm to 3:30pm, Monday to Friday, during school term times only. These measures must be approved by the CMO, in consultation with the RCA, prior to the commencement of any works involving concrete pour truck movements.

All construction works shall be undertaken in accordance with the certified CTMP.

Once certified, amendments to the CTMP can be made by agreement in writing between the CMO and the Requiring Authority.

- 25.2 The Requiring Authority shall submit a Construction Noise and Vibration Management Plan (CNVMP) which shall be prepared by an appropriately qualified acoustic and vibration specialist. The purpose of the CNVMP is to provide a framework for the development and implementation of measures to avoid, remedy or mitigate adverse construction noise and vibration effects, and to minimise any exceedance of the criteria set out in Conditions 25.3 and 25.4.

As required by Condition 23.1, the CNVMP shall also identify any construction work which cannot be reasonably undertaken during normal working hours. The CNVMP shall include details of advance communication to be undertaken with residents prior to commencing activities that are predicted to exceed noise performance standards.

The CNVMP shall also identify measures to avoid, remedy or mitigate adverse construction noise and vibration effects on Cyclotek.

- 25.3 Construction noise shall be measured and assessed in accordance with NZS 6803:1999 Acoustics – Construction Noise'. The construction noise shall, where practicable, comply with the following criteria, except as provided for in the CNVMP:

Time of week	Time period	dB LAeq (15min)	dB LAF (max)
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
	1800-0630	45	75
Sundays and public holidays	0630-0730	45	75
	0730-1800	55	85
	1800-0630	45	75

- 25.4 A suitably qualified acoustic expert shall be engaged to assess and manage construction vibration. The vibration criteria set out in Table 4 of DIN 4150-3 2016 shall be met, where practicable. Where it is not practicable to achieve

those criteria, the CNVMP shall set out how those activities will be undertaken to minimise, monitor and manage potential vibration effects.

- 25.5 All earthworks, including the extraction of the below ground fuel tank, to be undertaken in accordance with the Contaminated Soils Management Plan (July 2022), prepared by Beca Limited.

## 25A Geotechnical

Prior to the commencement of the northern section of the former quarry headwall, the Requiring Authority shall commission a Geotechnical Assessment Report (GAR) of any land that is to be disturbed. The GAR shall be provided to Council for certification at least 20 working days prior to any earthworks occurring. The GAR must be undertaken by an experienced "Geotechnical Professional" and as a minimum contain, but not be limited to, the following:

- A review of all available geotechnical reports for the site including the Geotechnical Interpretive Report by Connect Water (dated November 2020, reference 6511521/1916).
- A summary of the ground conditions interpreted from geotechnical investigations.
- A geotechnical analysis of the design concept and resulting recommendations that will mitigate any potential adverse effects.

The purpose of the GAR shall be to demonstrate geotechnical soundness and resilience of the earthworks and surrounding slopes.

A 'Geotechnical Professional' is defined as a Chartered Professional Engineer (CPEng) with specialist geotechnical skills and experience in the design, construction and monitoring of excavations in similar ground conditions as the proposed project or work.

A Geotechnical Professional shall be engaged for the detailed design and construction phases of the project or work.

The name and the contact details of the Geotechnical Professional shall be provided to Council as part of the GAR required by this condition.

- 25A.2 A Geotechnical Professional will monitor the earthworks. The Geotechnical Professional will advise on the best methods to ensure:
- The methods to ensure the stability of the site and surrounding land
  - The construction of cut faces, fill batters, staging, shoring, and benching as required for stability of the earthworks,
  - the design and construction of the temporary and permanent earthworks, retaining structures and drainage, are consistent with the recommendations from the geotechnical report as part of condition 1 above.
- The Requiring Authority must follow all the advice of the Geotechnical Professional in a timely manner.
- 25A.3 Within one month of completion of the earthworks, an earthworks completion report for land development prepared under Schedule 1C of the NZS 4404:2010 including its accompanying documents, shall be provided to the Council's CMO and any necessary monitoring undertaken. In relation to any earthworks associated with structures/buildings works, a PS4 for the structures must be provided to the Council's CMO in conjunction with the earthworks completion report.

## 26 Erosion & Sediment Control Plan

- 26.1 The Requiring Authority shall provide at least 10 days prior to the commencement of works on the site a copy of the ESCP certified by Greater Wellington Regional Council to the CMO for their records.

*Advice Note: The GWRC resource consent for earthworks requires the ESCP to be prepared in consultation with WIAL with regard to dust management controls.*

If during the construction period any changes are made to the certified plan that requires the recertification of GWRC, then a copy of the revised certified plan shall be provided to the CMO within 5 working days of receiving confirmation of the recertification.

## 27 Ecology

- 27.1 At least 10 days prior to any works on land identified as lizard habitat, the Requiring Authority shall provide a copy of the Lizard Management Plan and a copy of the permit obtained under the Wildlife Act 1953, as certified by the Department of Conservation, to the CMO for their records.

The Requiring Authority shall undertake the SMF works in accordance with the Lizard Management Plan and any

conditions of the permit obtained under the Wildlife Act 1953.

- 28.2 Where practicable, the clearance of vegetation and loose rock along the toe of the embankment shall avoid avifauna breeding season (July to February). Where such works cannot be avoided within the avifauna breeding season, the following provisions apply:
- a. Within one week prior to such works occurring, a visual inspection shall be carried out by a suitably qualified ecologist to confirm the presence or absence of active penguin nests or the nests of other native birds;
  - b. If an active penguin or other native bird nest (other than black backed gull) is discovered, the area must be cordoned off with a 100m buffer. No works shall occur within this buffer until the nesting birds have fledged, or the nest has been naturally abandoned.

## **28 Community Liaison and Complaints Register & Mana Whenua Engagement**

- 28.1 The Requiring Authority shall engage with Taranaki Whānui and Ngāti Toa Rangatira and undertake the following:
- invite Taranaki Whānui and Ngāti Toa Rangatira to confirm their desired level of involvement in the SMF and, if requested by either iwi:
    - i. offer to meet regularly prior to and throughout the duration of the SMF construction and operation.
    - ii. Inform iwi about progress with management plans and to provide an opportunity for feedback on any draft management plan or outline plan prior to submission to the CMO or WCC.
    - iii. provide an opportunity for feedback on the draft Commissioning Odour Management Plan prior to submission to the GWRC.
    - iv. consider any issues raised by iwi relating to compliance with designation conditions, including management plans and outline plans.
    - v. be responsible for working with iwi to identify opportunities for the proposal to create education opportunities for Māori associated with the project.
- 28.2 The Requiring Authority shall work with Wellington Water Limited and the Community Liaison Committee (as originally established in association with the Moa Point WWTP) to review the frequency of CLC meetings, membership and current terms of reference to ensure it is able to adequately provide an effective forum for the construction phase and ongoing operations of the SMF. The Requiring Authority shall:
- Invite parties interested in the SMF to become members of the Community Liaison Committee (CLC).
  - offer to attend regular CLC meetings prior to and throughout the duration of the SMF construction and operation.
  - inform the CLC and its members about progress with management plans and to provide an opportunity for feedback on any draft management plan or outline plan prior to submission to the CMO or WCC.
  - provide an opportunity for feedback on the draft Commissioning Odour Management Plan prior to submission to the GWRC.
  - consider any issues raised by the Community Liaison Committee relating to compliance with designation conditions, including management plans and outline plans.
  - be responsible for working with the Community Liaison Committee to identify opportunities for the proposal to create education opportunities associated with the project.
- 28.3 At all times during the Works, the Requiring Authority shall maintain a permanent register of any complaints received alleging adverse effects from, or related to, the Works. The register shall include:
- a. The name and address (where this has been provided) of the complainant;
  - b. The nature of the complaint;
  - c. Location, date and time of the complaint and also of the alleged event;
  - d. Weather conditions at the time of the event and including wind direction and approximate wind strength if the complaint relates to air quality or noise;
  - e. The outcome of the Requiring Authority's investigation into the complaint;
  - f. Measures taken to respond to the complaint; and
  - g. Any other activities in the area, unrelated to the construction, which may have contributed to the complaint (such as non-Project construction, fires, traffic accidents or unusually dusty conditions generally).
- 28.4 In response to any complaints received, the Requiring Authority shall:
- a. Acknowledge the complaint within 2 Working Days.
  - b. Promptly investigate, identify the urgency associated with the complaint and communicate that to the complainant.
  - c. Take reasonable steps to remedy or mitigate the matters giving rise to the complaint if there are reasonable grounds for the complaint within 10 Working Days of receiving the complaint or such sooner time as may be reasonably necessary in the circumstances.
  - d. Maintain a record of its responses and any remedial actions undertaken.
  - e. This record shall be maintained on site and shall be made available upon request.

## **29 Accidental discovery protocol**

If koiwi, taonga, or other archaeological material is discovered in any area during the works, work shall immediately cease and the requiring authority shall contact Taranaki Whānui, Ngāti Toa Rangitira, Heritage New Zealand and Wellington City Council within 24 Hours. If human remains are found, the New Zealand Police shall also be contacted. The requiring authority shall allow the above parties to inspect the site and in consultation with them, identify what needs to occur before work can resume.

*Note: Evidence of archaeological material may include burnt stones, charcoal, rubbish heaps, shell, bones, old building foundations, artefacts and human burials.*

### 30 Operational Noise

- 30.1 Sludge Minimisation Facility operational noise emission levels when measured at or within the boundary of any residentially zoned site, shall not exceed the following noise limits:

All days 7.00am to 7.00pm (day)	55 dB LAeq(15 min)
All days 7.00pm to 10.00pm (evening)	50 dB LAeq(15 min)
All days 10.00pm to 7.00am (night)	45 dB LAeq(15 min)
All days 10.00pm to 7.00am (night)	75 dBA LAFmax

Noise measurements shall be measured in accordance with NZS 6801:2008 "Acoustics – Measurement of environmental sound". Noise measurements shall be assessed in accordance with NZS 6802:2008 "Acoustics - Environmental Noise".

### 31 Air Quality

- 31.1 At least 10 days prior to the commencement of the Commissioning Phase of the SMF, the Requiring Authority shall provide a copy of the Commissioning Odour Management Plan (COMP) certified by Greater Wellington Regional Council to the CMO for their records.

If, prior to the commissioning phase any changes are made to the certified plan that requires the recertification of GWRC, then a copy of the revised certified plan shall be provided to the CMO within 5 working days of receiving confirmation of the recertification.

- 31.2 At least 10 days prior to the commencement of the Operations Phase of the SMF, the Requiring Authority shall provide a copy of the Operational Odour Management Plan (OOMP) certified by Greater Wellington Regional Council to the CMO for their records.

If, prior to the operation phase any changes are made to the certified plan that requires the recertification of GWRC, then a copy of the revised certified plan shall be provided to the CMO within 5 working days of receiving confirmation of the recertification.

- 31.3 At least 10 days prior to the commencement of the Operation Phase of the SMF, the Requiring Authority shall provide a copy of the Operation and Maintenance Plan (OMP) certified by Greater Wellington Regional Council to the CMO for their records.

If, prior to the operation phase any changes are made to the certified plan that requires the recertification of GWRC, then a copy of the revised certified plan shall be provided to the CMO within 5 working days of receiving confirmation of the recertification.

- 31.4 There shall be no noxious, dangerous, offensive or objectionable odour or particulate matter discharged to air to the extent that it causes an adverse effect at or beyond the boundary of the site during commissioning or operation of the SMF.

For the purposes of this condition, the boundary of the site is as defined in Plan 7 (ref. 3258521-DA-000-K0113) attached to this designation.

- 31.5 The Requiring Authority must operate the SMF in such a manner that the generation of dust is kept to a practicable minimum. In any case there must be no particulate matter beyond the boundary of the site that has an objectionable or offensive effect as a result of the activities authorised by this designation.

For the purposes of this condition, the boundary of the site is as defined in Plan 7 (ref. 3258521-DA-000-K0113) attached to this designation.

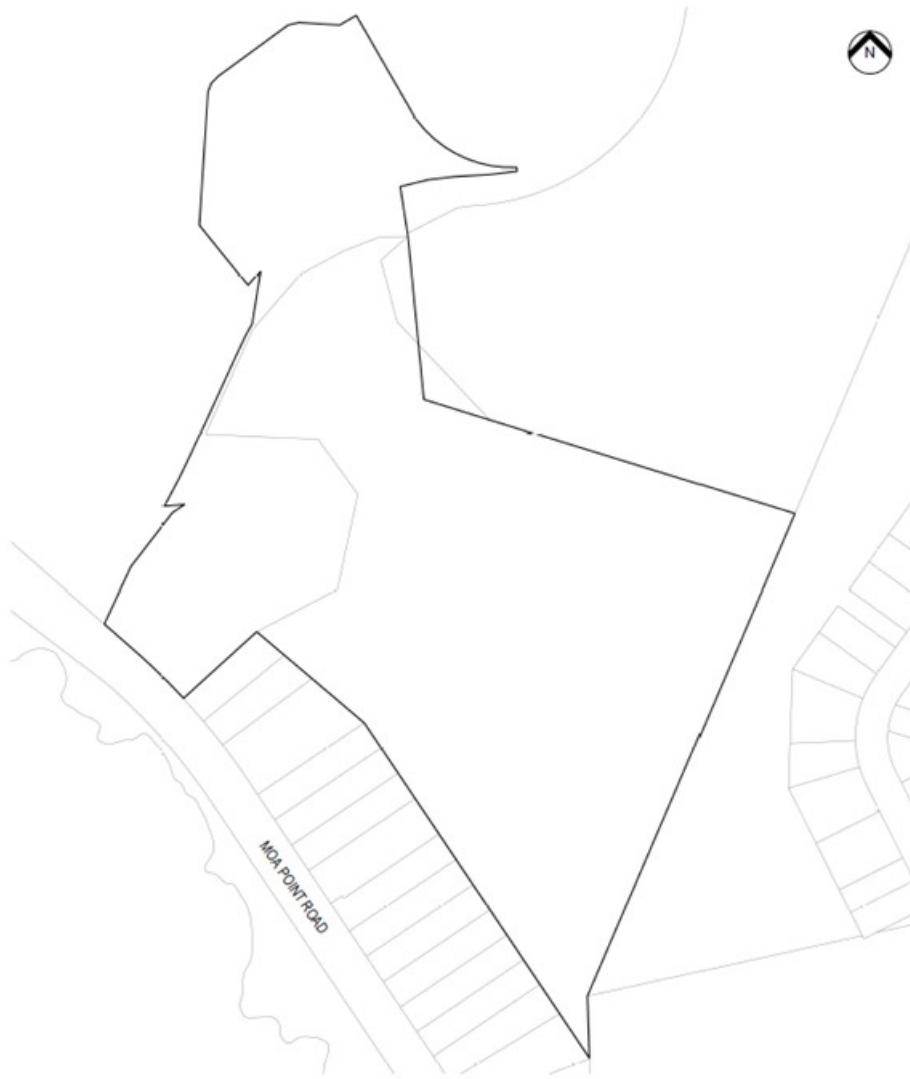


## 32 Operational and Maintenance Traffic

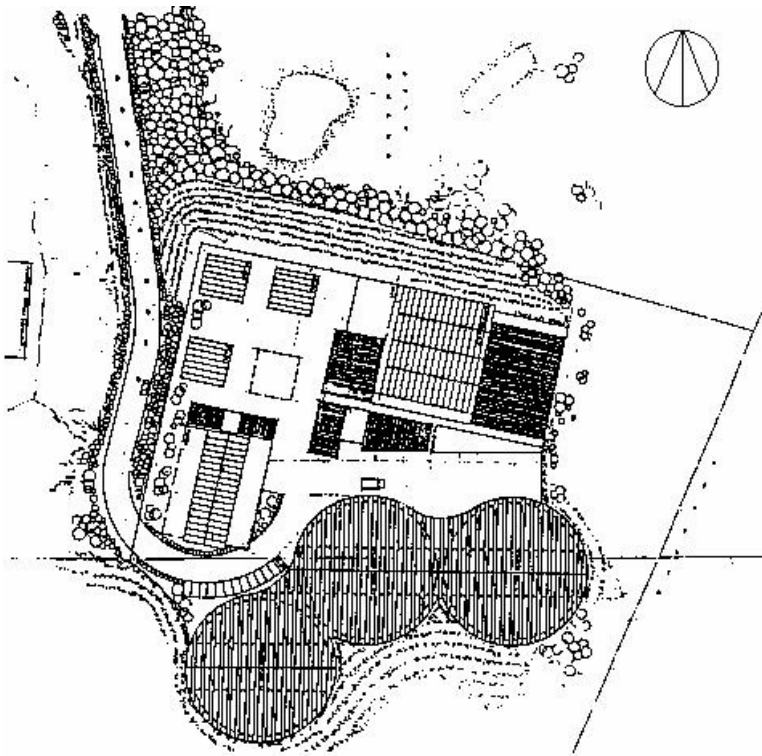
- 32.1 The Requiring Authority shall submit an Operational Traffic Management Plan (OTMP). The purpose of the OTMP is to manage transport safety effects of operational traffic. Matters to be considered by the OTMP shall include:
- alerting other road users and pedestrians along Stewart Duff Drive of truck movements occurring in association with the operation of the SMF
  - managing the potential for conflict between HGVs travelling in both directions along the Moa Point WWTP access road
  - managing the potential for conflict with other road users and pedestrians where HGVs need to reverse on to Stewart Duff Drive
  - managing the potential for conflict with other road users and pedestrians where site access/egress points along Stewart Duff Drive are extensively wide and/or have limited sightlines
- The OTMP must also include details of how SMF HGV drivers will be inducted/trained to assist in mitigating the transport safety effects of the operation of the SMF.
- 32.2 A Maintenance Period Traffic Management Plan (MPTMP) for the scheduled 1 week annual shutdown / maintenance period of the SMF shall be submitted to the CMO for certification at least 20 working days prior to the first planned maintenance activity during operations. The purpose of the MPTMP is to manage transport and parking effects of service and staff vehicles during maintenance periods alongside normal operational truck movements.
- The MPTMP shall include the schedule of the maintenance activity and the normal truck operation, anticipated movements of the maintenance trucks and the management of temporary on-site parking.
- The MPTMP shall be implemented and maintained throughout each annual maintenance period for the SMF to manage potential adverse transport and traffic effects arising from maintenance activities to the greatest practicable extent.
- Once certified, amendments to the MPTMP can be made by agreement in writing between the CMO and the Requiring Authority.

## Moa Point Drainage and Sewage Treatment Designation

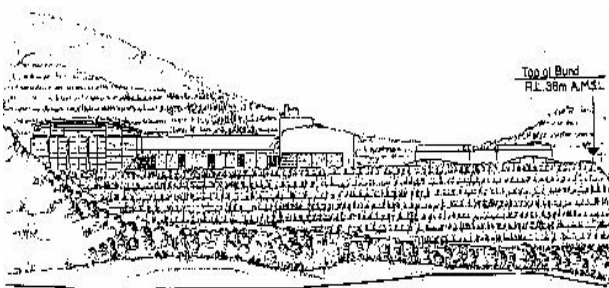
### Plan 1 - Detail Of Designation



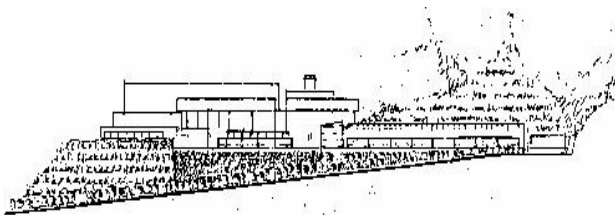
**Plan 2 - Plan of Proposed Plant**



**Plan 3 - Elevations of Proposed Plant**

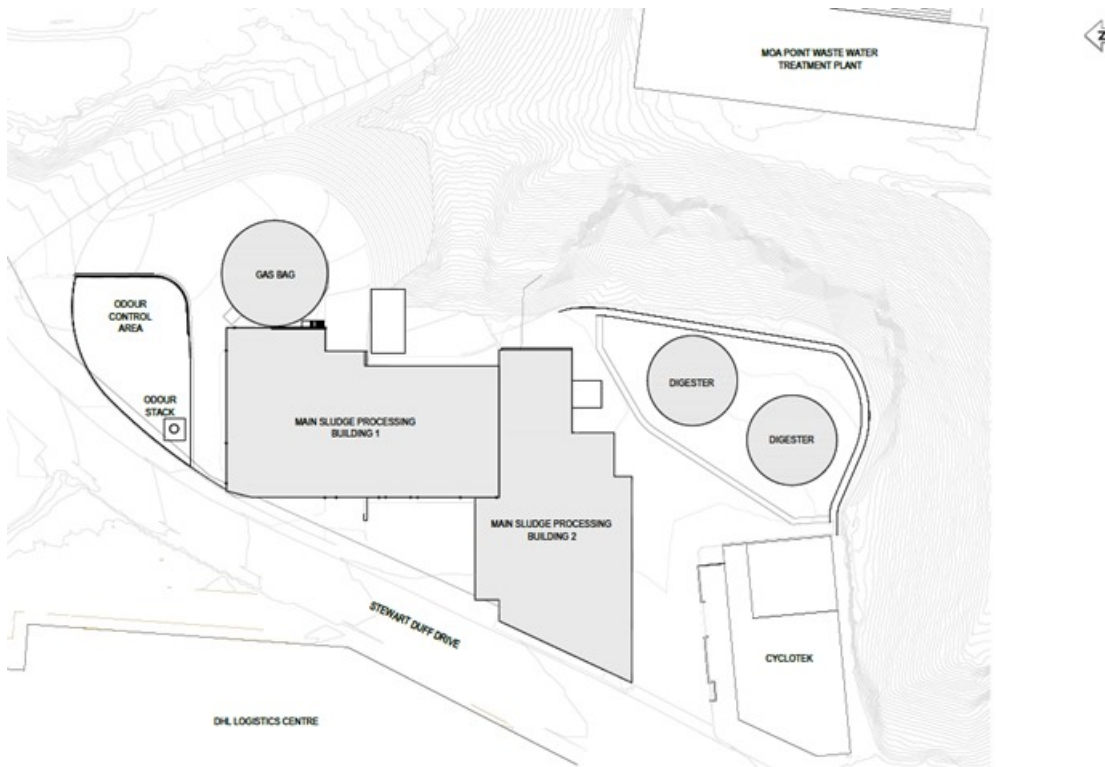


**North Elevation**

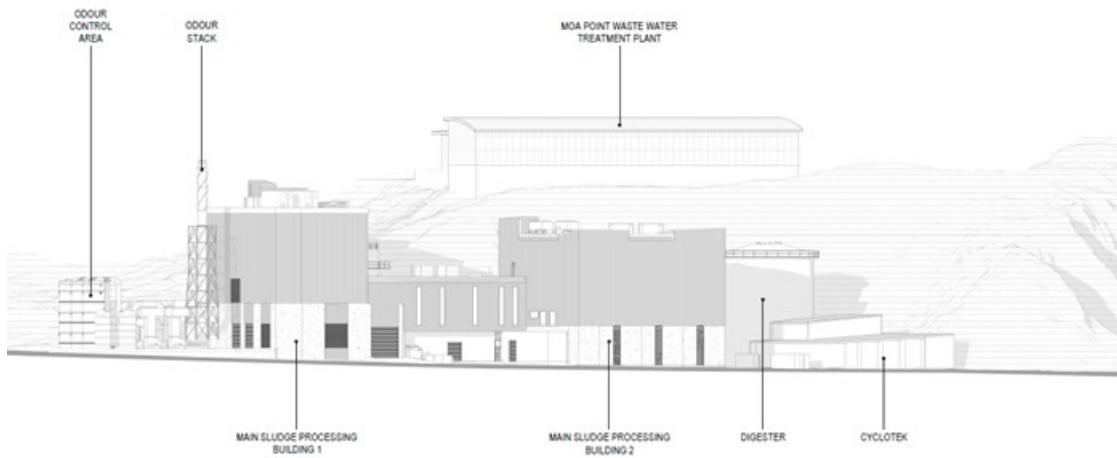


**West Elevation**

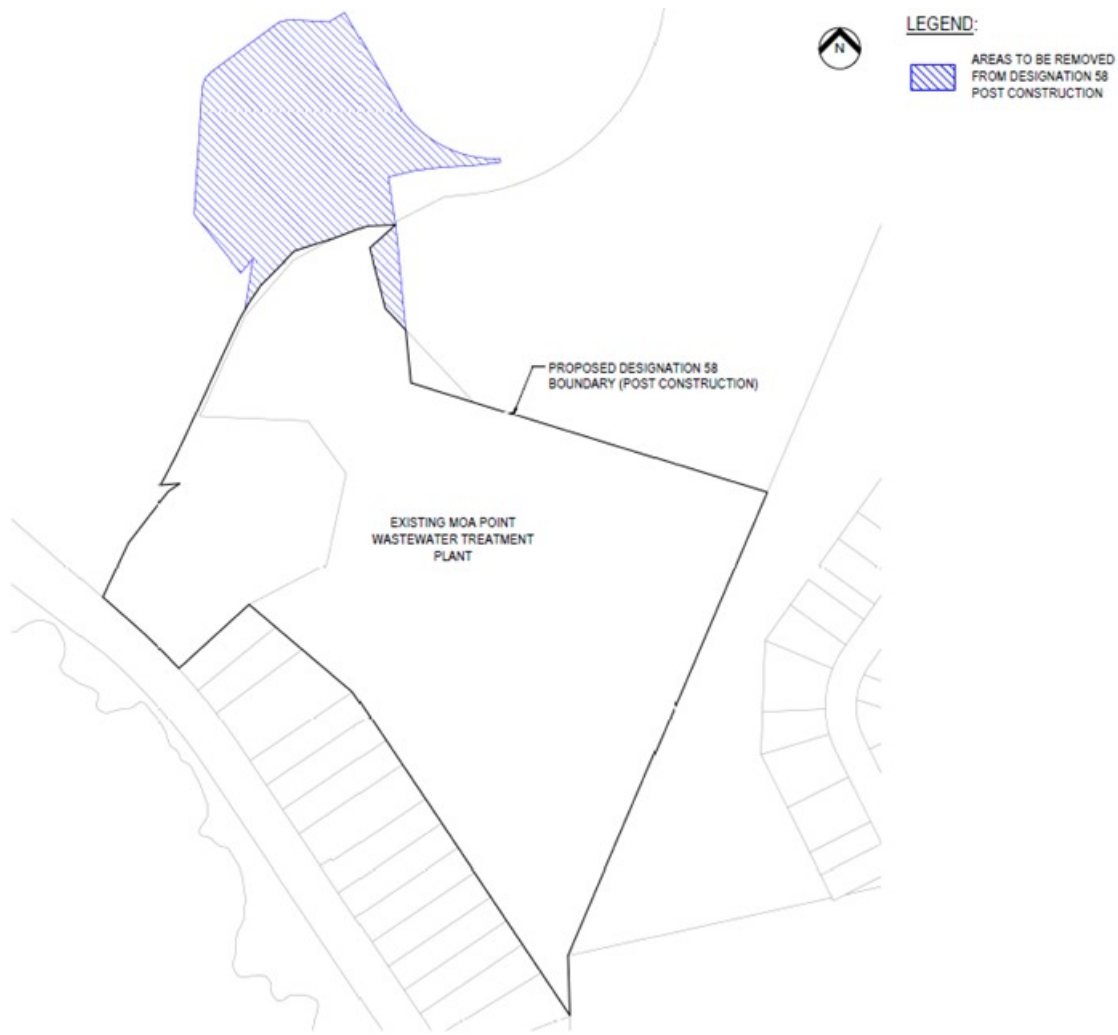
**Plan 4 - SMF General Arrangement Plan**



**Plan 5 - SMF Street Elevation**



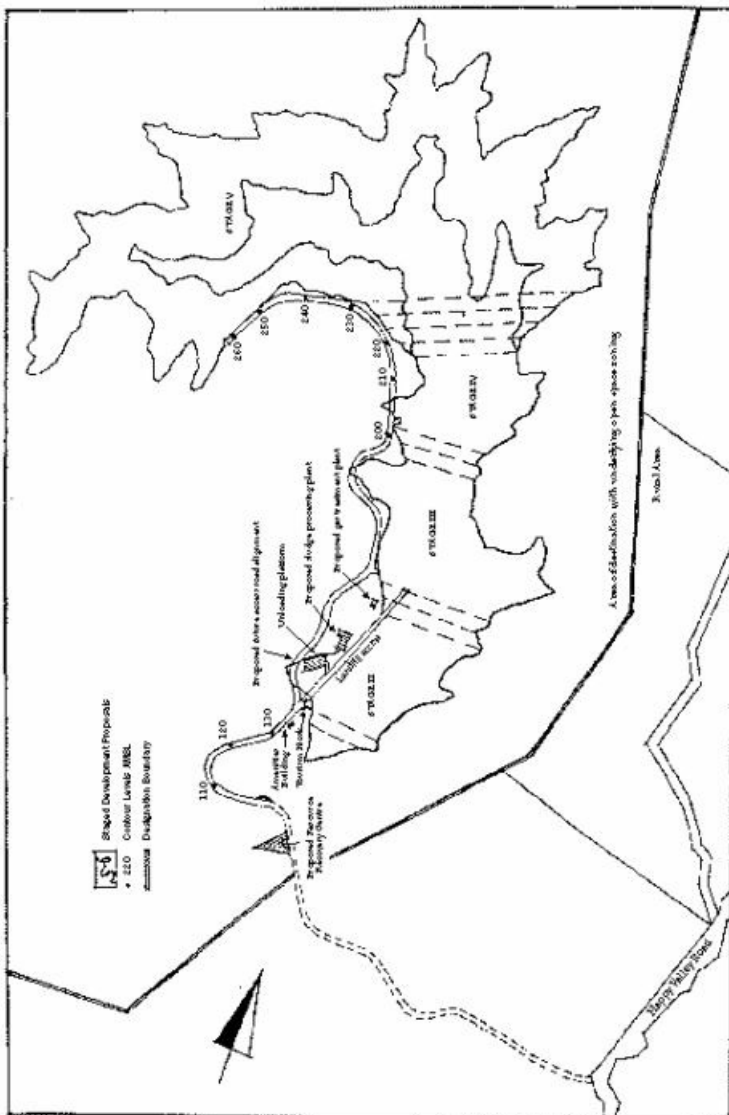
**Plan 6 - Post-Construction Designation Boundary**



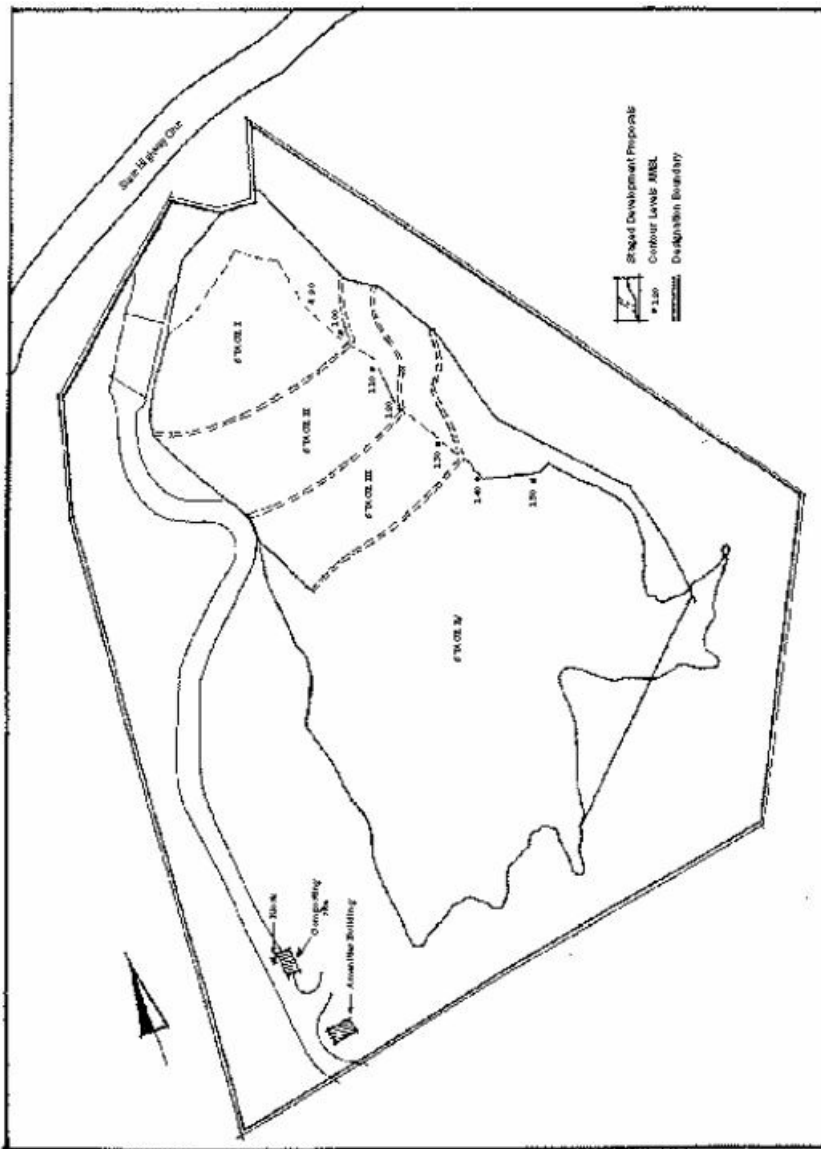
**Plan 7 - Site Boundary**



**Appendix M: Carey's Gully Landfill  
Designation (Wellington  
City Council – 61):  
Site Development**



**Appendix N: Mid-Grenada Landfill  
Designation (Wellington  
City Council – 62):  
Site Development**



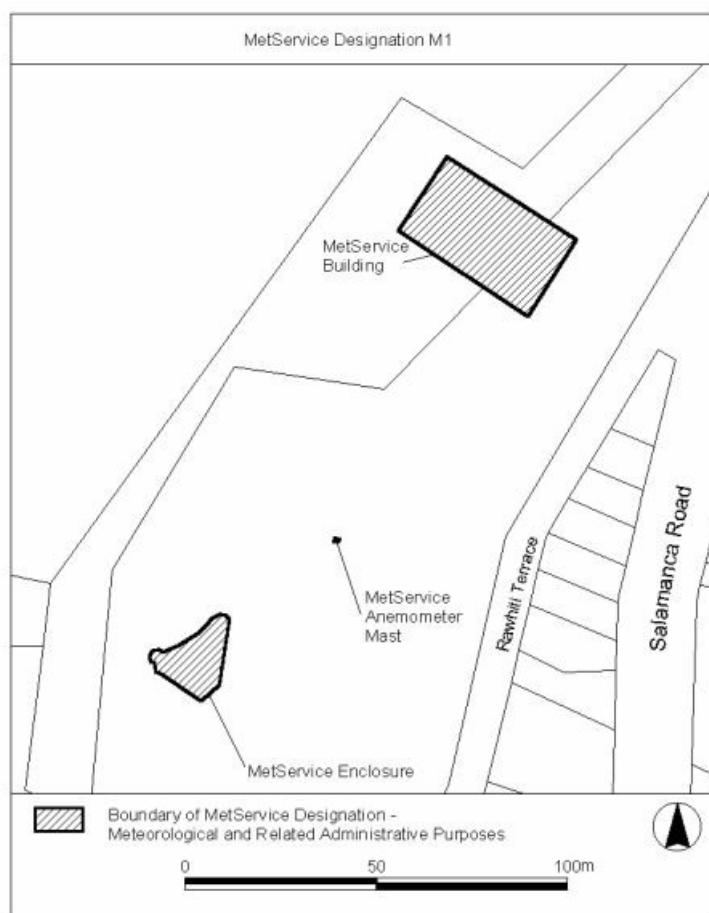
## Appendix O: Metservice Designation (Meteorological Service of New Zealand Limited – M1): Details and Conditions

The Metservice designation (designation M1) is modified as follows:

- 1 The title and ambit of the designation will be “meteorological and related administrative purposes”.
- 2 The designation will be subject to the following condition:

*The designation does not authorise antennae which project more than 5 metres above the highest part of the roof of the existing MetService building.*





## Appendix P: Wellington Railway Station (Tranz Rail Limited – R4): Conditions

The following condition shall apply to the designation of the Wellington Railway Station (designation R4) in the Wellington District Plan:

- (i) Nothing in this designation authorises the demolition or partial demolition of the following parts of the Wellington Railway Station:
- the 3 streets facades including the Thorndon Quay addition
  - the main concourse
  - the roofline without air-conditioning units
  - the plaques at the office entrance
- which are heritage features. Any such proposal shall require Tranz Rail to either obtain any necessary resource consent or to seek the alteration of this designation by the removal of this condition. For the avoidance of doubt, this condition does not cover repairs or maintenance, or additions or alterations, or any other activity requiring an outline plan under section 176A.
- (ii) Prior to the preparation of any proposal to undertake any additions or alterations to the identified heritage features of the Wellington Railway Station building, Tranz Rail shall meet with the NZ Historic Places Trust to discuss the proposal.

- (iii) Tranz Rail shall provide any subsequent plan(s) of any additions or alterations, as specified above, for comment by the NZ Historic Places Trust within 15 working days. In the event that there are any points raised by the NZ Historic Places Trust, Tranz Rail shall arrange to meet with the Trust to discuss the points raised.
- (iv) Tranz Rail shall provide a copy of any application for outline plan approved in respect of the identified heritage features of the Wellington Railway Station building to the NZ Historic Places Trust at the same time it is lodged with the Council. The Trust will then forward its comments on the proposal to the Council within 5 working days.

## **Appendix Q: State Highway 1 (Ngauranga Gorge North) (Transit New Zealand – H1): Conditions**

The H1 designation will include a restrictive condition with respect to carriageway widening only where all of the following apply:

- (a) The carriageway is widened so that the outside edgeline of the outside traffic lane will be moved closer to the boundary of the designated area; and
- (b) The widening is adjacent to any residentially zoned properties between the Newlands Interchange and the district boundary between Porirua City and Wellington City; and
- (c) The relocated edgeline will be less than 50m from the boundary of any adjacent residential property.

Where such widening is proposed, Transit will submit an outline plan to the Wellington City Council in accordance with s176A of the Resource Management Act 1991 that will detail the following:

- Existing ambient noise levels measured by a suitably qualified noise expert in accordance with New Zealand or other appropriate standards at key locations agreed with an appropriate officer of the Wellington City Council;
- That experts' assessment of any change likely to the traffic noise received at adjoining residential zoned properties caused by the proposed works;
- The mitigation measures proposed (if any) to ensure that, where practicable, ambient noise levels measured at those key locations are not exceeded by more than 2dB 12 months after completion of the works.

Note: this condition will only apply to any widening of the carriageway that will result in the edgeline of the carriageway being closer to adjacent residential properties. The edgeline is the edge of the traffic lane, as opposed to the edge of the sealed carriageway area. New layby areas etc will therefore not be subject to the condition.

## **Appendix R: Various Telephone Exchanges - Telecommunication and Radiocommunication Facilities (Telecom New Zealand): Conditions**

### **1.0 Conditions relevant to designations:**

- **T1 Central Telephone Exchange**
- **T2 Courtenay Place Exchange**
- **T3 Hataitai Exchange**
- **T4 Island Bay**
- **T5 Johnsonville Exchange**
- **T6 Karori**
- **T7 Kelburn Exchange**
- **T8 Khandallah Exchange**
- **T9 Kilbirnie Exchange**
- **T11 Miramar Exchange**

- **T14 Tawa Exchange**

- **T16 Newtown Exchange**

- 1.1 If the proposal is a Permitted Activity under the area based rules (to the extent that they are relevant) or the relevant rules in Chapter 23 of the Plan, then no outline plan approval will be required (see s176A(2)(a)).
- 1.2 Any proposal submitted for outline approval must comply with the conditions below. The conditions are not of sufficient detail to meet the requirements of s176(A)(2)(b) and an outline plan approval will be required except if the power to waive the requirement for an outline plan approval is exercised by the consent authority under s176(A)(2)(c). Each proposal requiring outline approval will be assessed by the Council under s176A having regard to its specific circumstances and any adverse effects of the proposal on the environment.
- 1.3 Should a proposed activity not meet one or more of these conditions, Telecom shall seek a resource consent for that activity as may be required by the rules of the District Plan or a new designation.
- 1.4 All radio equipment shall be designed and operated in compliance with New Zealand Standard NZS2772: Part 1: 1999 Radio Frequency Fields Part 1 - Maximum Exposure Levels - 3kHz to 300GHz (or subsequent amendments) at all times and in all places to which the public has access.

## **2.0 Central Area designations**

- **T1 Central Telephone Exchange**

- **T2 Courtenay Place Exchange**

**The following additional conditions apply (except as provided in condition 1.1 above)**

- 2.1 That any new building or structural alterations or additions to an existing building shall comply with the height provisions in the Area rules of the District Plan provided that the addition of any ancillary structure, apparatus, equipment, device, plant or machinery related directly or indirectly to radio communication or telecommunication or ancillary purposes (including but not restricted to masts, antennas, aerials, utility structures, ventilation shafts, load banks, or other similar facilities) shall not for the purposes of implementing this condition comprise an addition or alteration to a building and shall be exempt from the height requirement.
- 2.2 That no antenna shall exceed 7.3m in diameter or 4m<sup>2</sup> in area.

## **3.0 Suburban Centre designations**

- **T3 Hataitai Exchange**

- **T5 Johnsonville Exchange**

- **T9 Kilbirnie Exchange**

- **T16 Newtown Exchange**

**The following additional conditions apply (except as provided for in condition 1.1 above)**

- 3.1 That any new building or structural alterations or additions to an existing building shall comply with the height provisions in the Area rules of the District Plan provided that the addition of any ancillary structure, apparatus, equipment, device, plant or machinery related directly or indirectly to radio communication or telecommunication or ancillary purposes (including but not restricted to masts, antennas, aerials, utility structures, ventilation shafts, load banks, or other similar facilities) shall not for the purposes of implementing this condition comprise an addition or alteration to a building and shall be exempt from the height requirement.
- 3.2 Except as provided for in condition 3.3 below, no antenna shall exceed 2.5m<sup>2</sup> in area or 2m diameter and shall not be higher than 5m in height above the highest part of the building or structure except that any antenna located on designation T3 (Hataitai) will be no higher than 3m above the highest part of the building or structure.
- 3.3 Where antennas are attached to a building or structure (not including a mast), so that the antenna does not protrude above that part of the building or structure to which it is attached, no antenna shall exceed 3m<sup>2</sup> in area or 2.5m diameter.

- 3.4 Where antennas are attached to a mast, no antenna shall exceed 2.5m<sup>2</sup> in area or 2m diameter and:
- The mast shall not exceed 15m in height, and the antenna shall be located within a 4m horizontal diameter circle; or
  - The mast shall not exceed 20m in height, and the antenna shall be located within a 750mm horizontal diameter circle centred on the mast.

#### 4 Residential Area designations

- T4 Island Bay
- T6 Karori
- T7 Kelburn Exchange
- T8 Khandallah Exchange
- T11 Miramar Exchange
- T14 Tawa Exchange

The following conditions apply (except as provided in condition 1.1 above)

- 4.1. That any new building or structural alterations or additions to an existing building shall comply with the height provisions in the Area rules of the District Plan provided that the addition of any ancillary structure, apparatus, equipment, device, plant or machinery related directly or indirectly to radio communication or telecommunication or ancillary purposes (including but not restricted to masts, antennas, aerials, utility structures, ventilation shafts, load banks, or other similar facilities) shall not for the purposes of implementing this condition comprise an addition or alteration to a building and shall be exempt from the height requirement.
- 4.2. Except as provided for in condition 4.3 below, where antennas are attached to a building or structure (excluding a mast) no antenna shall:
- exceed 2.5m<sup>2</sup> in area or 2m diameter; and
  - be attached to the building or structure so the antenna shall be no higher than 5m in height above the highest part of the building or structure except that any antenna located on designation T4 (Island Bay), T7 (Kelburn) or T8 (Khandallah), will be no higher than 3m above the highest part of the building or structure.
- 4.3. Where antennas are attached to a building or structure (not including a mast), so that the antenna does not protrude above that part of the building or structure to which it is attached, no antenna shall exceed 3m<sup>2</sup> in area or 2.5m diameter.
- 4.4. Where antennas are attached to a mast, no antenna shall exceed 1.5m<sup>2</sup> in area or 1.4m diameter, and;
- the mast shall be no more than 5m above the maximum building height permitted by the Area rules in the District Plan for the site, and the antenna shall be located within a 3m horizontal diameter circle; or
  - the mast shall not exceed 20m in height and the antenna shall be located within a 750mm horizontal diameter circle centred on the mast.
- 4.5. Nothing in this designation authorises the demolition or partial demolition of the 'former Khandallah Telephone Exchange', which is a listed heritage feature. Any such proposal shall require Telecom to either obtain any necessary resource consent or to seek the alteration of this designation by the removal of this condition. For the avoidance of doubt, this condition does not cover repairs or maintenance, or additions or alterations or any other activity requiring an outline plan under section 176A of the RMA.

## Appendix T: Seatoun School and Kindergarten Designation (Minister of Education), Former Fort Dorset Site, Seatoun: Site

## Specific Conditions

- 1 The Requiring Authority shall meet the costs of signs and roadmarkings required to safely control traffic at the intersection of Burnham Street and Hector Street and Burnham Street and Mantell Street. This will include provision of a controlled intersection at Burnham/Mantell with priority given to traffic travelling along Mantell Street. The Requiring Authority shall also meet the costs of road markings to designate driveways and parking space on Gore Street, Burnham Street (east of Hector Street) and Mantell Street (north of Burnham Street).
- 2 The Requiring Authority shall meet the costs of a 1.6 metre wide footpath on the northern side of Burnham Street from Mantell Street to the school entrance. The Requiring Authority shall also meet the costs of any subsequent widening of the said footpath to a maximum of 2.5m if the Council's traffic engineer determines this to be desirable for safety reasons after review of the monitoring information required under condition (3). Such widening will, however, allow for the retention of the existing trees in the road reserve immediately adjoining 55 Burnham Street. In reviewing the need for footpath widening, the Council's traffic engineer shall take into account the comments from Jonathan Salter, Shona Kavanagh, Mike Arnerich, Anne and Barry Ingram and Judith Kunz and consider them as appropriate.
- 3 The Requiring Authority shall ensure that the School Board of Trustees control the pedestrian movement of school children at the intersection of Burnham/Hector and Burnham/Mantell with the objective of ensuring the safety of school children coming to and leaving the school during term time. The control shall be reviewed by the Requiring Authority and school board in consultation with parents of children attending the school and the Council six months after operation of the school commences. The Requiring Authority shall then assess whether this school control shall be continued, modified or discontinued. This will include analysis of the need for additional measures such as physical footpath extensions at local intersections or other appropriate safety measures which the Requiring Authority should provide to ensure adequate safety for children attending the school. In reviewing the control, the Requiring Authority and the school board shall seek comments from Jonathan Salter, Shona Kavanagh, Mike Arnerich, Anne and Barry Ingram and Judith Kunz and consider them as appropriate. The Requiring Authority shall also assess whether the school control shall be continued, modified or discontinued should the school roll exceed 416. The Requiring Authority shall supply the monitoring information required under this condition, and any relevant comments from Jonathan Salter, Shona Kavanagh, Mike Arnerich, Anne and Barry Ingram and Judith Kunz, to the Council's traffic engineer six months after the operation of the school commences.
- 4 The Requiring Authority shall commission further work as described in the attached letter from Traffic Design Group dated 20 October 2000.

The Requiring Authority shall then review the design of the vehicle access, circulation, parking (including after school activities, in particular weekend fixtures), intersection design, pedestrian flow and crossings with the outcome being a safe and efficient design. Desirable objectives include:

- A drop off/pick up that is integrated with the likely use of the site for kindergarten and school purposes and the main entry points in and out of the buildings.
- Vehicle access, parking and circulation that can efficiently cope with the anticipated flows without causing unexpected or unnecessary congestion of neighbouring streets. In this respect, the design shall also take into account the possibility that the school roll might exceed 416 and any implications in terms of circulation capacity.
- Consideration of how the pick/drop off area can be made to look visually attractive, including when viewed from adjoining residences.
- Risk to all users minimised, including avoiding or minimising the need for any child dropped off within the school grounds to have to negotiate vehicular traffic.

There are important reasons why the Requiring Authority propose the location of the school buildings and the apportioning of the site for respective activities as shown on the indicative plans. It is also important to the School Board to have safe connections between the school buildings, hard court areas, play areas and the grassed play field. The proposed location of the main school building, while not final, is a constraint to the design review and there would need to be a major safety issue arise with no reasonable alternative option before consideration is given to amending the proposed location of this school building.

The amount of on site parking proposed is 51 spaces. This is the amount of on site parking that the Requiring Authority is prepared to provide at the inception of the project. The review shall however ensure that there is scope to provide, as a result of monitoring (as per condition 19), further on site parking (as per condition 18).

The review will include whether it is desirable to relocate the school bus stop to increase the amount of car parking in that location.

The review team shall take into account all relevant information, including the survey data, conclusions and any recommendations of the Traffic Design Group work referred to earlier.

The review shall be facilitated by an independent traffic consultant (Mr Bill Barclay) who will:

- Become fully acquainted with the individual concerns of Jonathan Salter, Shona Kavanagh, Mike Arnerich, Anne and Barry Ingram, Stephen Dawe and Judith Kunz. This will include review of their submissions and written correspondence and a meeting with each of the above parties unless this is declined. In this respect, the design shall in particular ensure that ease of access to and from the double garage situated on 55 Burnham Street is satisfactorily provided for in the design.

- Work with the project architect, the Council traffic engineer, and a representative of the School Board to produce a final design plan for vehicle access, circulation, parking inside and outside of school hours, intersection design, pedestrian flow and crossings.

The final design plan shall be to the satisfaction of the independent traffic consultant, the project architect, the Council traffic engineer, and the representative of the School Board. It shall be accompanied by a statement from the independent traffic engineer that the final design meets, in his opinion and after weighing all relevant aspects, the outcome and as far as practicable the desirable objectives above. The school will be constructed to comply with the final design plan. The Requiring Authority shall not lodge the outline plan with the Council until the above matters set out in condition (4) have been completed.

- 5 Should access from Gore St not be achieved, the Requiring Authority is to supply an Outline Plan showing the layout of Burnham St and on-site parking arrangements. The Requiring Authority shall assess the option of creating a northern access to the site should this situation arise. The draft plan shall be forwarded to Jonathan Salter, Shona Kavanagh, Mike Arnerich, Anne and Barry Ingram, Stephen Dawe and Judith Kunz and their written comments sought. The Requiring Authority shall in good faith consider the comments and amend the draft as appropriate before submitting the outline plan to the Council.
- 6 Should any contaminated materials be unearthed at any stage on the site, the Requiring Authority shall immediately notify both the Wellington Regional Council and the Wellington City Council.
- 7 Any contaminated materials unearthed at any stage on the site are to be removed or covered with a cap of 300mm of compacted cleanfill, or otherwise remediated to a standard acceptable to the Wellington Regional Council and the Wellington City Council.
- 8 Any contaminated materials removed from the site must be removed to a Regional Council approved landfill or facility. The source and composition of any contaminated materials removed from the site shall be declared to the landfill operator prior to disposal.
- 9 All development on the site shall meet the following requirements:  
All parts of a building shall be contained within a 45o plane commencing at a point 2.5 metres above ground level inclined inwards at right angles in plan from all parts of the site's boundaries, except:
- gable end roofs may penetrate the 45o plane by no more than one third of the gable height;
  - no account shall be taken of aerials, chimneys or decorative features that do not exceed 1 metre in any horizontal direction.
- This condition shall not apply to site boundaries fronting the street. Where a boundary abuts an access strip or access lot, the boundary shall be taken as the furthest boundary of the access strip or access lot.
- 10 The maximum permitted fence height shall be two metres.
- 11 The maximum fence height specified in Condition (10) can be exceeded provided the written consent of the affected property owner(s) is obtained and supplied as part of the Outline Plan process. However, any increase to the northern boundary fence height as shown on the attached plan by Tennent Bevin Architects dated 20 October 2000 shall only proceed after the written approval has been obtained from Jonathan Salter and Shona Kavanagh of 55 Burnham Street.
- 12 A close-boarded fence is to be installed along the northern and western boundaries of the site immediately adjacent to the proposed parents' parking/drop off area. A close-boarded fence shall also be erected by the Requiring Authority along the top of the existing low concrete wall to the north of Anne and Barry Ingram's property at 3 Mantell Street. The design of the fence shall be subject to condition (17).

- 13 On site landscaping/planting is generally to consist of native species suitable to the local coastal environment. A landscape plan is to be provided as part of the Outline Plan process. This landscape plan is to detail the number and location of all proposed species and their anticipated mature height.
- 14 Prior to the lodgement of the landscape plan under condition (13) above the Requiring Authority shall consult with the Council regarding appropriate landscaping for the site. This consultation shall occur with the objective of minimising the potential adverse effects associated with seed migration into the adjacent Open Space B and Conservation Site areas.
- 15 No exotic plant matter originating from the school site shall be deposited on the adjacent Open Space B or Conservation Site areas.
- 16 Any on site compost heaps are to be covered.
- 17 Before settling the final fencing and landscape design for the area between the proposed parking area and the proposed site fence adjacent to the properties 3 Mantell Street, 5 Mantell Street and 55 Burnham Street, the Requiring Authority shall discuss landscaping and fencing matters relating to this area with the owners of the properties referred to above. The Requiring Authority shall use its best endeavours to achieve a design that meets the approval of each adjoining neighbour. The fence shall be constructed on the line of the current fence and at the commencement of on site works in order to mitigate the effects of site development and building work.
- 18 A Management Plan is to be prepared for the site, and submitted to the Council as part of the Outline Plan process. The Management Plan must address the following matters:
- (i) How the effectiveness of the proposed parking and access arrangements are to be monitored.
- (ii) What provision shall be made for additional on site carparking and modified access arrangements should monitoring prove the arrangements to be inadequate with regard to pedestrian/vehicle safety and circulation and the mitigation of any adverse effects on the surrounding residential streets.
- (iii) Detail how exotic plant materials are to be disposed of to ensure that no species migration to the adjacent Open Space B/Conservation Site areas occurs.
- (iv) Detail how future consideration will be given to the necessity and desirability for a northern entrance to the School as the remainder of the Fort Dorset site is developed, specifically:
- Provide an assessment mechanism to determine whether an additional linkage is desirable or necessary as the northern part of the Fort Dorset site is redeveloped
  - Potential options for rearrangement of on site traffic arrangements to facilitate this linkage
  - Consultation with affected landowners
- The Requiring Authority will provide a copy of the draft Management Plan to Jonathan Salter, Shona Kavanagh, Mike Americh, Anne and Barry Ingram, Stephen Dawe and Judith Kunz and seek written comments. The Requiring Authority shall in good faith consider the comments and amend the Management Plan as appropriate. The final Plan shall be accompanied by a statement from the independent traffic consultant that the Management Plan meets, in the consultant's opinion, the outcome and as far as practicable, the desirable objectives set out in condition (4).
- The Requiring Authority shall make available a copy of the final Management Plan to Jonathan Salter, Shona Kavanagh, Mike Americh, Anne and Barry Ingram, Stephen Dawe and Judith Kunz.
- 19 The Requiring Authority is to supply the Council with a Monitoring Report at the conclusion of the first 12 months of operation of the Seatoun School and Kindergarten. The monitoring report shall detail the following:
- (i) Current and projected staff and student numbers.
- (ii) Complaints from residents regarding car parking and vehicle access issues and action taken.
- (iii) Adverse effects arising from use of the car parking and drop-off points.
- (iv) Use of the school outside school hours and adverse effects arising from this.
- (v) Reported traffic accidents in the area bounded by the intersections of Gore/Hector, Hector/Burnham and the school entrances, and inside the school boundaries.

(vi) Survey information on the number and location of vehicles parking on residential streets for dropping off and collecting children. Surveys to use substantially the same approach and methodology as the commissioned Traffic Design Group survey referred to above. Surveys to be carried out on a minimum of 4 days using best endeavours to survey at least 2 wet days.

(vii) The proposed action (and timetable) to be taken by the Requiring Authority to mitigate the adverse effects.

In preparing the Monitoring Report, the Requiring Authority will provide a copy of the draft Monitoring Report to Jonathan Salter, Shona Kavanagh, Mike Arnerich, Anne and Barry Ingram, Stephen Dawe and Judith Kunz. The Board of Trustees will invite the above parties to a meeting to discuss the Draft Monitoring Report. The Requiring Authority shall in good faith consider the responses of the parties and amend the Monitoring Report as appropriate. The traffic aspects of the Report will then be subject to peer review by an independent traffic consultant prior to lodging the Management Plan with the Council.

The Requiring Authority, through the Board of Trustees, shall also invite the above parties to a meeting to discuss traffic management and safety after 2 months of the operation of the school and kindergarten commencing, and shall use its best endeavours to mitigate any adverse effects.

In addition, should the school roll increase above 416, 450 and 500, the Requiring Authority shall again issue a draft Monitoring Report to the above parties (if still owners of their current properties) and follow the above process leading to the Monitoring Report being submitted to the Council.

The Requiring Authority shall make available a copy of the final Monitoring Report to Jonathan Salter, Shona Kavanagh, Mike Arnerich, Anne and Barry Ingram, Stephen Dawe and Judith Kunz.

- 20 The maximum permitted building height (as defined by the District Plan) of 8.0m shall not be exceeded unless the written approval of affected persons, if any, are obtained and supplied as part of the outline plan process.
- 21 No relocation of earth shall be undertaken outside the boundary of the proposed designation in the Open Space B zone. With respect to the areas of Open Space B zoning within the designation no building works (excluding fences) shall be permitted. With respect to the relocation of earth in the areas of Open Space B zoning within the designation the following conditions shall apply:
- That the existing ground level is not altered by more than 1.5 metres measured vertically;
  - That earthworks are not undertaken on slopes of more than 45o;
  - That no earthworks are carried out within 5 metres of a waterbody or the coastal marine area;
  - That no contamination, including siltation, of any waterbody or coastal water occurs.
- 22 The requirements of condition (21) above shall be waived with respect to the construction and maintenance of tracks for pedestrian access.
- 23 The obligation of the Requiring Authority to seek comments from, meet with, forward information to, or obtain the written approval of, any party referred to in conditions (3), (4), (5), (11), (18), and (19), shall cease upon that party ceasing to own and reside in their current property in Seatoun.

## **Appendix U: Wellington International Airport Ltd. Runway End Safety Area Extension (Southern): Conditions and Outline Plans**

The following conditions shall apply to the designation for the Runway End Safety Area Extension (designation G3) at the southern end of Wellington Airport:

The purpose of the designation is to provide for the safe and efficient functioning of the airport.

- (a) Development and construction of the Runway End Safety Area (RESA) shall be carried out generally in accordance with the documentation provided with the Notice of Requirement. The design of the RESA shall be generally in accordance with the outline plans submitted with the notice of requirement. Phase 1, Plan No. 3300021/C106 (20/04/04) and 3300021/C107 (20/04/04). Phase 2, Plan No. 3300021/C104 (20/04/04) and 3300021/C105 (17/03/04).



(b) Unless a condition below requires otherwise, construction of the RESA shall be undertaken generally in accordance with the **Draft Construction Management Plan** prepared by Beca Carter Hollings & Ferner Ltd, dated April 2004, and annexed as a draft to the Notice of Requirement as Appendix B. (Note, see the Notice of Requirement document for further details, Record Number 1031-10-13-02)

(c) As per Section 5.1 of the Construction Management Plan, a **Construction Liaison Group (CLG)** shall be formed at an appropriate time prior to the commencement of construction work on the RESA. The CLG shall meet as required to discuss issues raised by the construction process but as a minimum shall meet at least once per month during the construction process, or at less frequent intervals as agreed by the CLG. The CLG shall include representatives from WIAL, the contractor, Wellington City Council, and local residents (particularly Moa Point Road) with other members included as appropriate.

#### **Roading / Transport**

(d) A **Construction Transport Management Plan** shall be prepared prior to the commencement of any construction work on Moa Point Road legal road. The Construction Transport Management Plan must be submitted to and approved by Council's Roothing Traffic and Transportation Unit (RT&TU) and shall be consistent with the Wellington City Council Manual for Practice for Temporary Traffic Control.

(e) All detailed construction drawings of the vehicle underpass are to be submitted to and approved by Council's RT&TU prior to commencement of construction. These must be based on the information submitted with the Notice of Requirement and more specifically the Traffic Assessment Report prepared by the Traffic Design Group. Key design requirements have been agreed between RT&TU and the Requiring Authority's consultants and these have been incorporated into the documents referred to above.

(f) All road stopping and vesting of the new road alignment shall be requested by the Requiring Authority as appropriate and shall be actioned by the Property Unit of Wellington City Council in conjunction with the Requiring Authority. The detail of the road stopping and road vesting shall be to the satisfaction of Council's RT&TU. The Requiring Authority shall be responsible for any cost incurred in processing the road stopping and vesting of the new road alignment.

(g) Maintenance and replacement of all new structures and ancillary equipment (such as street lighting, ventilation systems etc) associated with the proposed extension, are to be the responsibility of the Requiring Authority. Maintenance is to be carried out in accordance with Council's approved asset management standards.

(h) Appropriate lighting and signage shall be put in place to ensure that cyclists and pedestrians can travel through the vehicle underpass safely.

#### **Dust**

(i) Best practice shall be adopted to ensure that the creation of dust during construction of the RESA is kept to a minimum. The CLG shall consider appropriate remedial actions if construction works generate dust at levels that constitute a nuisance to local residents.

#### **Noise**

(j) Noise effects from construction work shall be mitigated by adopting noise mitigation procedures outlined in a **Construction Noise Management Plan**. The Noise Management Plan shall be prepared prior to any construction work commencing, generally in accordance with Appendix E of NZS6803:1999. The plan shall adopt best practicable option in accordance with section 16 of the Resource Management Act, and shall be reviewed by the Requiring Authority as necessary during construction to identify where construction methods can be changed to limit the generation and effects of noise.

(k) The Construction Noise Management Plan shall be submitted to and approved by Wellington City Council prior to commencement of Phase 1 construction (or Phase 2 construction if Phase 1 of the project is not required). If Phase 1 of the RESA project is undertaken, the Construction Noise Management Plan must be reviewed, updated and re-submitted to Council prior to commencement of Phase 2 construction.

(l) Noise emanating from construction activities carried out at night (night time being the period from 2000 hours to 0630 hours), shall not exceed 55 (dBA ) Leq (the measurement period shall not exceed 1 hour) and 75 (dBA) L max when measured and assessed in accordance with NZS6803:1999 Acoustics-Construction Noise. This condition does not take away the obligation of the Requiring Authority pursuant to section 16 of the Resource Management Act 1991 to adopt the Best Practicable Option to reduce noise emanating from all night time construction activities to a reasonable level.

- (m) In relation to night time heavy vehicle movements WIAL shall investigate options for creating an alternative heavy vehicle route between the stock pile and the RESA construction zone. The purpose of the alternate route is to avoid unreasonable vehicle noise levels by removing the need for heavy vehicles to use Stewart Duff Drive and Moa Point Road during night work periods. If an alternative heavy vehicle route is not available WIAL will investigate options for stockpiling fill at the RESA construction zone during the day, as a means of minimising heavy vehicle movements along Moa Point Road and Stewart Duff Drive during the night time period. At all times WIAL will adopt best practicable options (as per section 16 of the RMA) to manage the effects of heavy vehicle movements during night time construction periods.
- (n) Construction work shall be carried out to take advantage of natural screening. In particular excavation of fill from the stock pile (the Knoll) shall commence on the western side to maximise the screening provided by the Knoll.
- (o) The CLG shall be notified at least 1 week ahead of time, of any night time construction work.
- (p) The RESA area shall not be used for engine testing.
- (q) The Requiring Authority must undertake noise monitoring (by a suitably qualified person) of the noise emanating from construction activities carried out at night. Adequate monitoring shall be carried out to be representative of the varying noise levels emanating from the different construction activities and to demonstrate that the activity complies with the noise limits set in condition (l) above, and that the best practicable option is being adopted to reduce the noise from construction to a reasonable level. Monitoring shall be carried out in accordance with NZS 6803:1999, on at least two occasions in Phase 1 and at least 2 occasions on Phase 2. The results shall be provided to the Noise Officer, CME, Urban Strategy Group of Wellington City Council and the Construction Liaison Group.

#### ***Contour Plan and Earth Works***

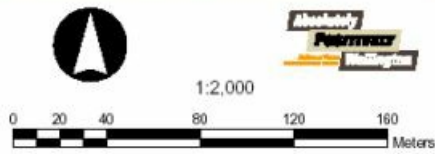
- (r) WIAL shall prepare a plan of the designation site and the land between Moa Point Road and the coast immediately to the east of the designation site, showing the finished contour of the site following completion of the RESA work. The plan shall include mounding and other appropriate contour treatments sufficient to achieve the following:
  1. integration of the RESA site and adjoining land with the wider Moa Point landscape.
  2. add visual interest to the coastal landscape in the area.
  3. provide additional opportunities for the establishment of vegetation in the coastal environment.
  4. direct pedestrian movements, or any footpath to be developed through the area, towards the vehicle underpass so that pedestrian movements around the seaward periphery of the RESA is discouraged .The contour plan shall be developed in conjunction with appropriate Council officers, and shall be implemented immediately following completion of construction of Phase 2 of the RESA. For the purposes of this condition appropriate Council officer shall be a landscape architect from the City Development team, Urban Strategy Group.
- (s) The proposed retaining wall east of the vehicle underpass and north of Moa Point Road shall be treated in a manner that enhances the appearance of the surrounding area and which better integrates the retaining wall structure into the surrounding landform. The details of the retaining wall design shall be developed by the Requiring Authority in consultation with the Council.
- (t) The retaining walls at either end of the vehicle underpass shall be subject to appropriate surface treatment to minimise their visual impact and better integrate them into the surrounding coastal environment. The details of the surface treatment shall be developed by the Requiring Authority in consultation with the Council.

#### **Plan 1 - Extent of Designation**



**Legend**

-  Temporary Designation Area
-  Permanent Designation Area
-  Parcel Boundaries



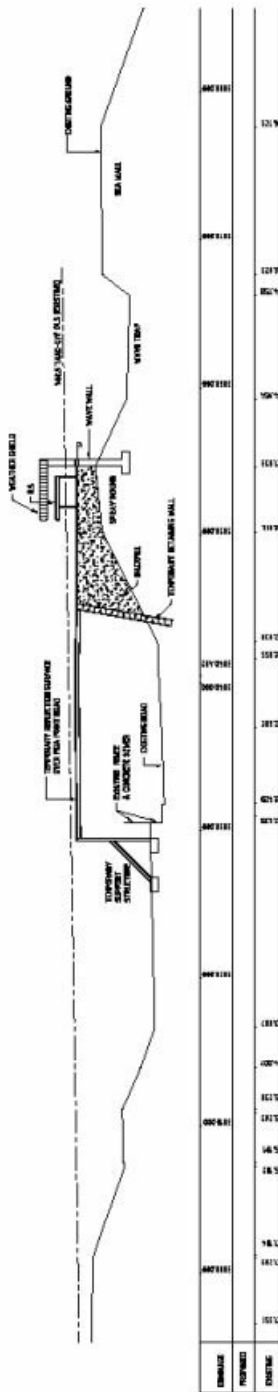
**Plan 2 - Outline Plan, Completed Work**



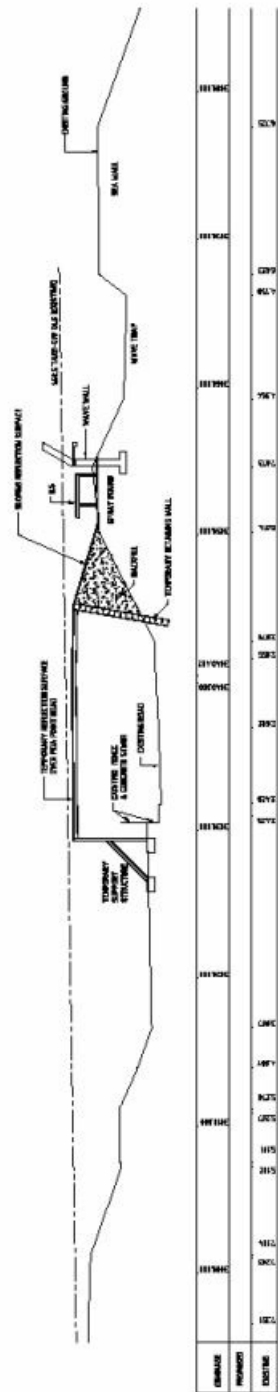




Plan 5 - Outline Plan, Phase 1 Work (Cross section)



LONG SECTION SHOWING S.I.S. INSTALLATION - HIGH POSITION  
WALL NO. 101



LONG SECTION SHOWING S.I.S. INSTALLATION - LOW POSITION  
WALL NO. 102

## Appendix W: Supreme Court Designation Conditions

The Designation for the Supreme Court Site is subject to the following conditions:

### Assessment of Environmental Effects

1. An assessment of environmental effects (in the form envisaged by Schedule 4 of the Resource Management Act 1991, but excluding clause (1)(b) relation to alternative locations or methods) of any work(s) proposed should be submitted with any future Outline Plans, the assessment of effects shall include the information required under section 3.2.2 and section 3.2.4 of the Wellington City Council District Plan.

**Building Height**

2. No building on the site shall exceed 20m in height above ground level. The requiring authority shall obtain the agreement of the New Zealand Historic Places Trust for any material works on the new building that extend above the parapet height of the old High Court building.

**Construction**

3. The Requiring Authority shall prepare and submit a Construction Management Plan (CMP) to the Manager, Compliance Monitoring and Enforcement, Wellington City Council for approval at least 10 working days prior to works commencing. Works shall not commence until the CMP has been approved by the Manager, Compliance Monitoring and Enforcement.
4. The CMP shall include specific details relating to demolition, excavation, construction and restoration of all works associated with the Project, including:
  - a) Details of the site or project manager, including their contact details (phone, facsimile, postal address, email address);
  - b) The location of large notice boards that clearly identify the project name, together with the name, telephone number, email and address for service of the site or project manager;
  - c) An outline of the construction programme;
  - d) Days and hours of work;
  - e) An outline of anticipated construction related traffic and how it will be managed both onsite and offsite;
  - f) Measures to be adopted to maintain the site in a tidy condition in terms of disposal/storage of rubbish, storage and unloading of building materials and similar construction activities;
  - g) Location of workers' offices and conveniences (e.g. portaloos);
  - h) Means of ensuring the safety of the general public;
  - i) The protocol for the discovery of archaeological remains as referred to in condition 8 below.
  - j) Methods of avoiding, remedying or mitigating any potential adverse construction related effect (including dust, debris and mud on public roads etc).
5. The CMP shall be implemented and maintained throughout the entire construction and restoration period.
6. Noise associated with the work must comply in all aspects with the controls set out in NZS 6803:1999 and all persons undertaking day-to-day activity management will adopt the best practical option at all times to ensure the emission of noise from the site does not exceed a reasonable level in accordance with section 16 of the Resource Management Act 1991.
7. Temporary protection shall be installed to prevent vehicles damaging drains, footpaths, kerbs, vehicle crossings during construction. Any damage to the drains, footpaths, berms, kerbs, vehicle crossings and the roads attributable to any vehicle associated with construction activities shall be repaired to the same or similar standard as existed prior to such damage at no cost to the Wellington City Council.

**Archaeological**

8. Prior to works commencing, an Archaeological Management Plan shall be prepared by the Requiring Authority in consultation with the site engineer, primary contractor, project archaeologist and the New Zealand Historic Places Trust. This plan shall include the following:
  - a) procedures for any archaeological investigation or monitoring,
  - b) the role, responsibility and level of authority of the approved archaeologist(s),
  - c) protocols for the unexpected discovery of archaeological material,



- d) timeframes for archaeological work,
- e) requirements for stand down periods to enable archaeological work,
- f) the responsibilities of contractors with regard to notification of archaeological sites, and
- g) mechanisms for dispute resolution.

Note: The Historic Places Act 1993 provides for the identification, protection, preservation and conservation of the historic and cultural heritage of New Zealand. Section 10 of the Act directs that an authority is required from the New Zealand Historic Places Trust if there is "reasonable cause" to suspect an archaeological site (recorded or unrecorded), may be modified, damaged or destroyed in the course of any activity. An authority is required for such work whether or not the land on which an archaeological site may be present is designated, or a resource or building consent has been granted.

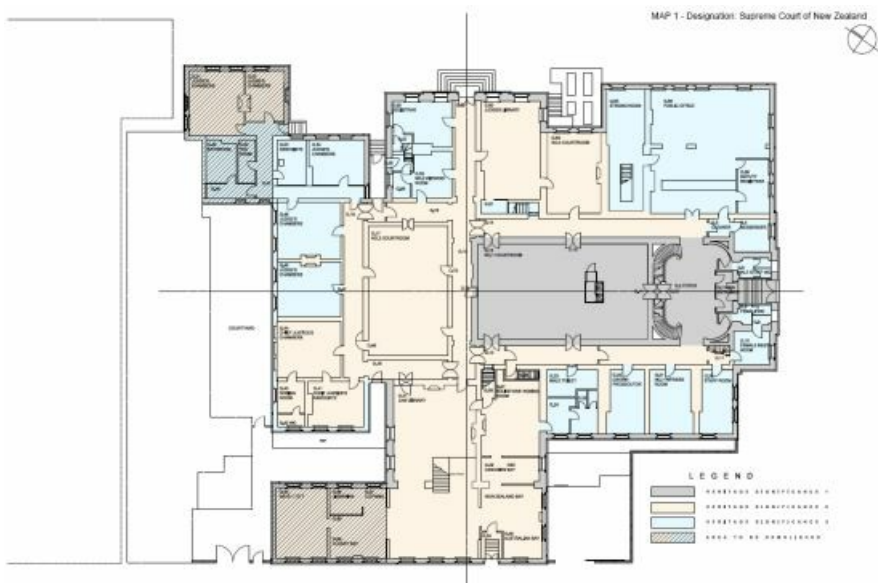
### Cultural

- 9 Prior to any works commencing on the site, a ground breaking and blessing ceremony shall be carried out by kaumatua from Wellington Tenth Trust.
- 10 If, during any earthworks any koiwi (human skeletal remains) or other Maori cultural materials are unearthed, work in the immediate vicinity shall cease immediately. The area shall be immediately secured and the project archaeologist along with representatives of the Wellington Tenth Trust must be promptly advised to carry out an initial examination. The New Zealand Historic Places Trust is also to be advised. The Police must be contacted if any human remains are uncovered
- 11 If, as a result of this initial investigation there is a need for an appropriate ceremony the iwi authority representatives will arrange for the process at the Requiring Authority's expense.

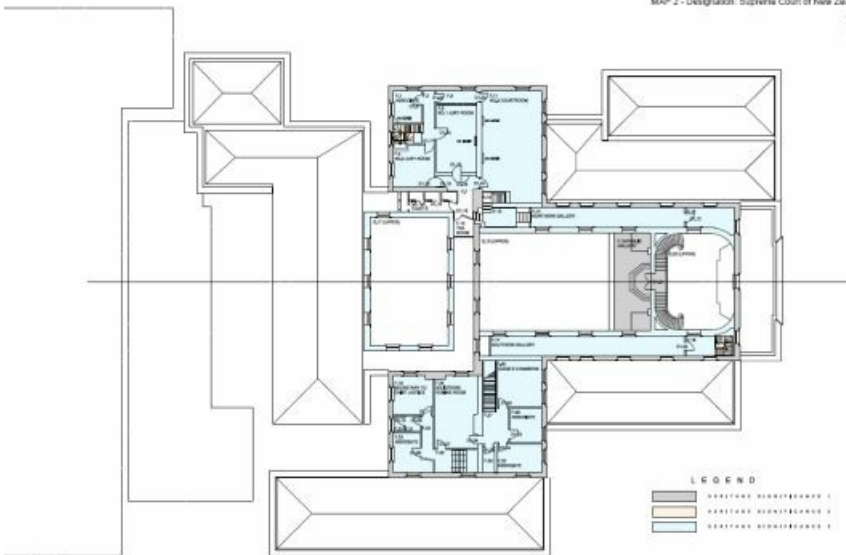
### Heritage Conditions

- 12 For those parts of the Old High Court Building that are to be demolished and not replaced (shown on Map 1 (Attached as Appendix 1) as hatched areas and listed in Table 1) there are no heritage restrictions.
- 13 For the parts of the Old High Court Building listed as Heritage Significance Category 1, 2 or 3 in Table2 below (and shown on Maps 1, 2, 3 and 4 (Attached as Appendix 1)):
  - (a) "Modifications" shall include maintenance, stabilisation and strengthening, repair, adaptive reuse, removal and reuse, and the demolition required for the new Supreme Court and the Old High Court Building complex.
  - (b) Modifications to Heritage Significance 1 parts of the Old High Court Building may occur only for the purposes of meeting essential functional, construction or restoration requirements as determined by the Secretary for Justice in consultation with the New Zealand Historic Places Trust and the Manager of Urban Design Policy, Wellington City Council, safeguarding the building, or meeting statutory requirements. Any modifications shall be as discreet as practicable in the circumstances and the minimum reasonably necessary in the circumstances.
  - (c) Modifications to Heritage Significance 2 parts of the Old High Court Building may occur only for the purposes of meeting functional, construction or restoration requirements as determined by the Secretary for Justice in consultation with the New Zealand Historic Places Trust and the Manager of Urban Design Policy, Wellington City Council, safeguarding the building, or meeting statutory requirements. Any modifications shall be as discreet as practicable in the circumstances and the minimum reasonably necessary in the circumstances.
  - (d) Modifications to Heritage Significance 3 parts of the Old High Court Building may occur only for the purposes of meeting functional, construction or restoration requirements or improvements as determined by the Secretary for Justice in consultation with the New Zealand Historic Places Trust and the Manager of Urban Design Policy, Wellington City Council.
  - (e) Any other modifications to Heritage Significance 1, 2 and 3 parts of the Old High Court Building which the Secretary for Justice thinks desirable for the complex may occur if agreed to by the New Zealand Historic Places Trust and the Manager of Urban Design Policy, Wellington City Council.
- 14 The items listed in Table 2 below (and shown on Maps 1 and 2 (Attached as Appendix 1)) as Significant Fabric in Heritage Significance 1 parts of the Old High Court Building shall only be modified in consultation with a suitably qualified conservation architect.

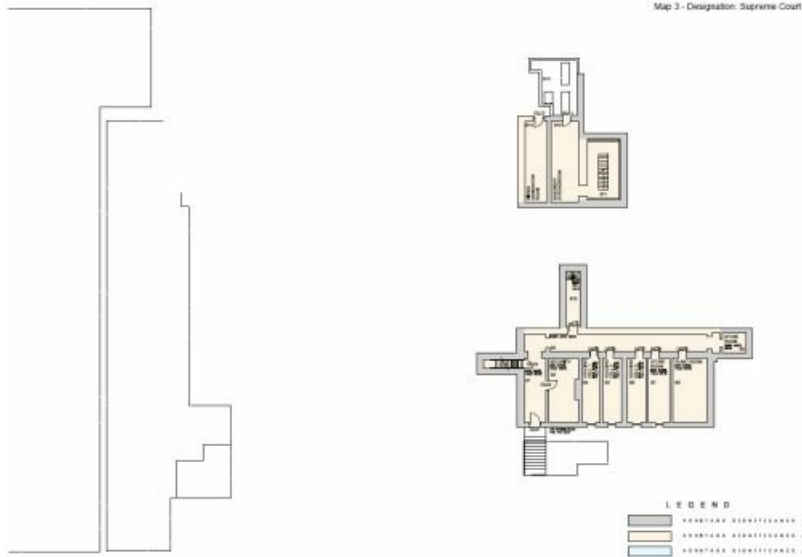
- 15 Public access to the No 1 Courtroom in the Old High Court Building will be provided in accordance with access protocols, prepared and approved by the Secretary for Justice in consultation with the New Zealand Historic Places Trust. The access protocol will balance the interests of the public in being able to see and enjoy the spaces, and the functional requirements of the Supreme Court and other justice purposes in using the spaces and the Old High Court Building efficiently and securely. Access protocols may be amended from time to time by the Secretary for Justice in consultation with the New Zealand Historic Places Trust and the Manager of Urban Design Policy Wellington City Council. The Secretary of Justice shall forward to the Chief Executive Officer of the Wellington City Council any such protocol once approved.
- 16 For the interior spaces in the Old High Court Building listed as No Heritage Significance in Table 2 below (and shown on Maps 1 and 2(Attached as Appendix 1)), there are no restrictions on modifications.
- 17 The designation holder must compile a thorough photographic record to show areas of the building that are Heritage Significance Category 1, 2 or 3, which will be subject to additions/alterations/partial demolition before, during and after each stage. This record must be lodged with the Manager Urban Design Policy and the New Zealand Historic Places Trust in two stages. The before photos must be lodged prior to commencement of work and the remaining photos must be submitted within 2 months of the work being completed.
- 18 Any parts of the old High Court building identified in the Tables below as Heritage Significance 1 or 2 which are to be removed and reused in the building or are required for future maintenance of the building shall be removed and stored with reasonable care and in accordance with good practice.



MAP 2 - Designation: Supreme Court of New Zealand



Map 3 - Designation: Supreme Court of New Zealand



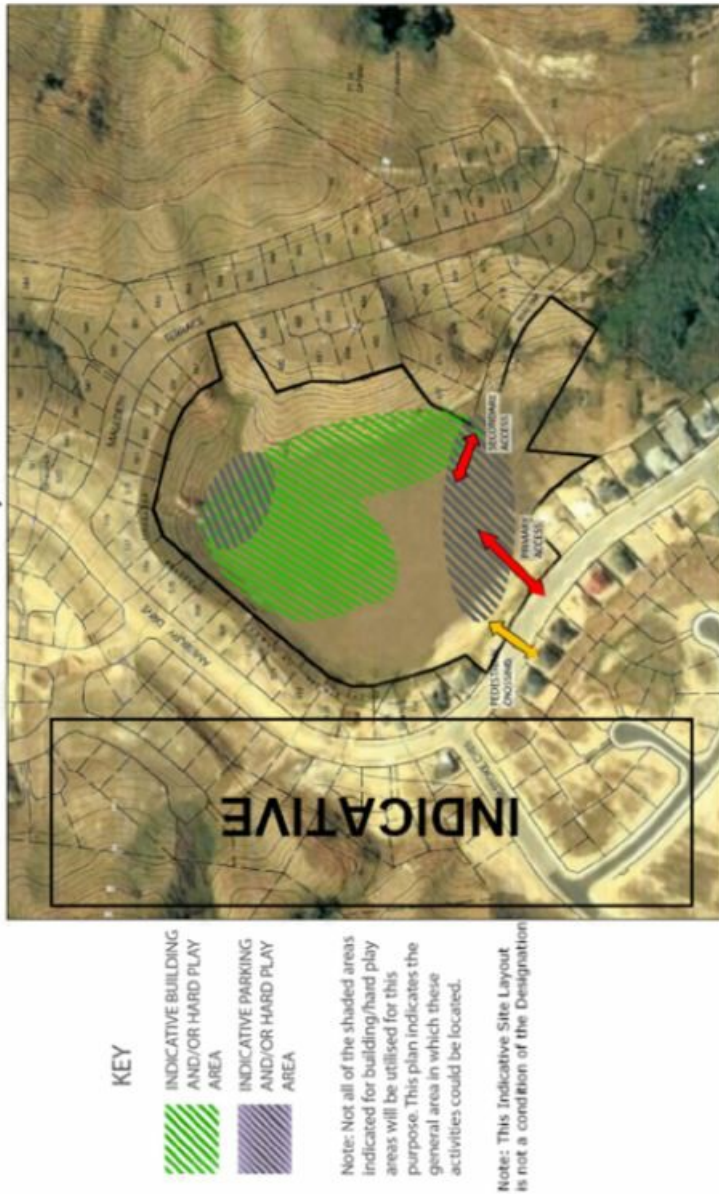


## Appendix X: Churton Park Primary School and Early Childhood Education and Care Service Conditions

- 1) The designation shall lapse on the expiry of 10 years from the date on which it is included in the District Plan if it has not been given effect to before the end of that period;
- 2) Prior to construction of the school and/or early childhood education and care service centre, an Outline Plan of Works shall be submitted to the Council which:
  - (a) Provides for on-site car parking and access as required by condition 3 below;
  - (b) Provide details of pedestrian facilities;
  - (c) Includes a Travel Plans as required by condition 3(b) below;
  - (d) Provides for a primary access from Amesbury Drive and a secondary access from Romaine Road;
  - (e) Provides a landscaping plan that includes details of the species, size, location and spacing etc of planting, and an implementation and maintenance programme;
  - (f) Provides full details of the height and materials of boundary fencing;
  - (g) Incorporates the Construction Management Plan required by Condition 6 below;
  - (h) Demonstrates compliance with the following development controls:
    - All parts of a building shall be contained within a 45 degree plane commencing at a point 2.5 metres above ground level inclined inwards at right angles in plan from all parts of the site's boundaries, except:
      - Gable end roofs may penetrate the 45 degree plane by no more than one third of the gable height
      - No account shall be taken of aerials, chimneys or decorative features that do not exceed 1m in any horizontal direction
      - This condition shall not apply to site boundaries fronting the street.
    - All buildings and structures (excluding any goal posts associated with sporting activity) shall be a maximum height of 10m
    - Within 1m of the boundary or in the front yard adjacent to Amesbury Drive a fence or wall or combination of these structures shall have a maximum height of 2 metres.

- (i) Includes details of any signage to be provided for the school/early childhood education and care service; and
- (j) Includes details of any external lighting to be provided on site.
- 3 The proposed development be subject to the following conditions regarding traffic and parking:
- (a) All car-parking, car drop-off/collection spaces shall be located on site as follows:
- School: a minimum of one car park per full time equivalent employee (FTE) staff member;
  - Early childhood education and care service: a minimum of one car park per FTE staff member.
- (b) The school shall develop a Travel Plan which provides specifically for measures to reduce vehicle dependence. This Plan shall be submitted as part of the Outline Plan of Works for any development stage increasing the number of people on the site. The Travel Plan shall be maintained and regularly updated while the school is opening under this designation;
- (c) The design of the car parking and access shall provide for a dedicated area for pick up / drop off facilities.
- 4 Prior to the establishment of the Primary School, a design certificate, signed by an acoustic engineer, shall be provided to the Compliance Officer, Wellington City Council stating that the outdoor play areas have been sited and designed so that the best practicable option is adopted to ensure a noise limit of 55dBA LAeq (15 minutes) when measured at or within the boundary of any residential site in the residential area.
- 5 Prior to the establishment of the Early Childhood Education and Care Service, a design certificate, signed by an acoustic engineer, shall be provided to the Compliance Officer, Wellington City Council stating that the outdoor play areas have been sited and designed so that the best practicable option is adopted to ensure a noise limit of 50dBA LAeq (15 minutes) when measured at or within the boundary of any residential site in the residential area.
- 6 Noise emission levels resulting from noise associated with power generation, heating, ventilation or air conditioning systems, or water or sewage pumping/treatment systems or other similar domestic installations when measured at or within the boundary of any site, other than the site from which the noise is generated, in the residential area shall not exceed the following limits:
- Monday to Saturday 7am to 10pm 45dB LAeq (15 minutes)  
At all other times 40 dB LAeq (15 minutes)  
All days 10pm to 7am 65BA (Lmax)
- 7) In relation to conditions 4), 5) and 6) noise levels shall be measured in accordance with NZS6801:2009 and assessed in accordance with NZS6802:2009.
- 8) Prior to any construction activity being carried out, a Construction Management Plan shall be submitted as part of an Outline Plan of Works, for construction by the Council. The plan shall demonstrate compliance with relevant construction noise standards, shall include a construction traffic management plan (which includes provision for parking of tradesmen's vehicles off the road during the construction process), and includes detail on proposed dust management measures.

**PROPOSED CHURTON PARK PRIMARY SCHOOL AND EARLY CHILDHOOD EDUCATION AND CARE SERVICES**  
 Indicative Site Layout



**Appendix Y: Wellington City Council Northwest Connector Westchester Drive to Middleton Road**

**Designation Conditions**

*General*

- 1 With the exception of amendments required to comply with other conditions of this notice and any conditions of related resource consents granted by the Greater Wellington Regional Council, the proposed work must be carried out in general accordance with the information provided with the Notice of Requirement prepared by GHD entitled "Wellington City Council Northwest Connector Westchester Drive to Middleton Road, Notice of Requirement – Alteration to Designation", dated December 2008, and the following plans:
  - Plans prepared by MWH, Drawing No. Z1266710, Sheet No's. C001, C100, C150, C200, C220, C221 and C240, all Rev A, all dated 08/08

- Plans prepared by MWH, Drawing No. Z1266710, Sheet No's. C210, C230, all Rev A, all dated 07/08
- Plan prepared by MWH, Drawing No. Z1266710, Sheet No. C241, Rev A, dated 09/08
- Plan prepared by MWH, Drawing No. Z1266710, Sheet No. C095, Rev A, entitled "Long Section", dated 8/12/08
- Plans prepared by MWH, Drawing No. Z1266710, Sheet No's. C050 – C078, all Rev A, Sheets 1-29 of 29 entitled "Cross Sections", dated 08/12/08
- Plan prepared by Boffa Miskell Ltd entitled Westchester Drive Stormwater Management, Overall Landscape Plan, Drawing No. LA-06-101, Rev 01, dated 21.11.08
- Plan prepared by MWH, Drawing No. Z1266710, Sheet No. C096, Rev B, dated 15/12/08
- Plan prepared by MWH, Drawing No. Z1266710, Sheet No's. C301, C302, C40, 2 all Rev C, dated 16/15/2009.

**General Code of Practice and Hours of Work**

- 2 Except where necessary to give effect to the other conditions of this notice, the earthworks must be carried out in accordance with the Council's Code of Practice for Land Development, Part B - Earthworks Design and Construction.
- 3 A community liaison group to be known as the Westchester Drive Construction Community Liaison Group (WDCCLG) is to be set up to monitor the effects of construction activities. The members of this liaison group are to be appointed by the Glenside Progressive Association Inc from the local community. It is to include at least three people but no more than six.  
The hours of work for machinery are restricted to:
- Monday to Friday 7.30am to 6pm
  - No earthworks will be undertaken on Saturdays. Work on Saturday is limited to the hours of 9.30am to 3pm and will require the pre-agreement for specific tasks from the WDCCLG
  - No work is to be carried out on Sundays, public holidays or in the period from 24 December to 10 January the following year
  - This time period is inclusive of start up and close down times.

**Construction Management Plan**

- 4 The Construction Management Plan prepared by MWH and entitled Westchester Drive Extension, Construction Management Plan, Westchester Drive to Middleton Road, Wellington, dated December 2008 and attached as Appendix C to the Notice of Requirement, is approved in principle. However, a detailed earthworks and construction plan must be prepared and submitted to, and be approved by, the Wellington City Council's Compliance Monitoring Officer prior to the commencement of work on site. The earthworks and construction plan shall establish acceptable performance standards regarding public safety and amenity protection during the construction process of this development. Such standards shall include but are not limited to the following:
- A contact (mobile) telephone number(s) for the on-site manager where contact could be made 24 hours a day / 7 days a week;
  - Details of appropriate local signage/information on the proposed work including the location of a large (greater than 1m<sup>2</sup>) notice board on the site that clearly identifies the name, telephone number and address for service of the site manager, including cell-phone and after-hours contact details;
  - A communication and complaints procedure for adjoining property owners/occupiers, passer-bys and the like;
  - Safety fencing and associated signage for the construction site;
  - Details of fencing for privacy and dust prevention as agreed with adjacent property owners, namely 271, 273 and 279 Middleton Road. This fencing maybe of a permanent nature if mutually agreed;

- Measures to ensure dirt, mud or debris is not left on the road;
- Compliance with any sediment and erosion control conditions of the Wellington Regional Council Discharge Permit No **WGN090226 [27481]** or an erosion and sediment control plan, conforming to the requirements of the Greater Wellington Regional Council's Erosion and Sediment Control Guidelines (or its successor) for the Wellington Region;
- Dust mitigation measures to be implemented to minimise dust effects beyond the construction site boundary;
- A detailed construction noise management plan, prepared under the supervision of an acoustic consultant. The plan must describe the methods by which noise associated with the work will comply in all aspects with the controls set out in NZS 6803P:1984 and how all persons undertaking day-to-day site management will adopt the best practical option at all times to ensure the emission of noise from the site does not exceed a reasonable level in accordance with section 16 of the Resource Management Act 1991;
- A detailed construction traffic management plan, to be prepared by the requiring authority (in conjunction with the contractor engaged for the construction). The purpose of the plan will be to set out in detail matters relating to the extent and timing of construction traffic activity to achieve the safe and efficient operation of the roading network, and traffic management provisions to be put in place during this time to achieve a safe and efficient road network. The plan shall be updated as required by the Compliance Monitoring Officer to maintain safety and efficiency of the roading network;
- A statement that no construction vehicle will be permitted to use Glenside Road or Stebbings Road and signs will be installed to deter this;
- A statement that the Hawthorne hedges along Glenside Road, which have heritage value, are not to be damaged or removed either in part or whole in the course of the project;
- Measures to ensure the appropriate control of contaminants, particularly from vehicles and construction machinery. This should include details of vehicle maintenance and refuelling locations;
- Measures to maintain access to all properties affected by the works, including Wellington Regional Council with respect to its flooding designation;
- Measures to ensure compliance with the Council's 'General Conditions of Excavation and Transport of Excavated Materials' dated December 1993, and that trucks and trailers leaving the site that are loaded with earthworks material have their load covered.

*Please Note:*

(a) The Compliance Monitoring Officer will approve the Construction Management Plan following consultation with appropriate officers with the Wellington City Council once satisfied with its content.

(b) The noise component of the Construction Management Plan required by condition (4) should follow the guidance in the Council fact sheet "Tips on writing a construction noise plan" (attached to the Councils Hearing Committee Report as Appendix A) and in particular detail how to manage noise and vibration effects from any earthworks and construction work taking place near to affected residential properties. The Plan should provide options where necessary for potential alternative hours of operation, changes in working methods and any other measures that may be necessary to ensure the neighbouring occupiers are not exposed to noise levels that exceed the Upper Guidance noise limits in the above Standard.

- 5 With the exception of amendments required to comply with other conditions of this notice and any conditions of related resource consents granted by the Wellington Regional Council, the Construction Management Plan approved under condition (4) above must be implemented and maintained throughout the entire construction period, AND modified as directed by the Wellington City Council's Compliance Monitoring Officer to deal with any deficiencies in its operations.

**Noise Management**

- 6 The Westchester Drive connector road must be surfaced with open graded porous asphalt throughout its length and such a surface shall be maintained throughout the life of the road.
- 7 Within 6 months of opening the road, a noise assessment must be undertaken to ensure compliance with the predicted noise levels in the following table. A noise assessment methodology is to be submitted to the Council and approved prior to undertaking the assessment. If compliance is not being achieved then the best practicable option



must be taken to mitigate noise effects in agreement with the requiring authority so that the predicted traffic noise levels are not exceeded.

Receiver	Noise level Leq (24 hours) dBA	Noise level Leq (24 hours) dBA	Noise level Leq (24 hours) dBA
	Existing Ambient Level	Transit Guideline Design Level	Predicted Traffic Noise Level
273 Middleton Road	53	62	55
38 & 40 Glenside Road	52	62	52
24 to 36 Glenside Road	52	62	49
5 & 10 Ashfield Grove	48	60	49
Longmont Tce (north side)	48	60	49
19 Stebbings Road	48	60	50
Aintree Grove (north side) Nos. 8 to 10 Nos. 14 to 18 Nos. 20 to 22	48 48 48	60 60 60	51 55 57
68 Lakewood Ave	55	62	59
102 Westchester Drive	53	62	61
104 Westchester Drive	54	62	60
3 Melksham Drive	48	60	60
5 Melksham Drive	48	60	60

### **Geotechnical and Design**

- 8 All earthworks must be designed and supervised by a suitably qualified and experienced Chartered Geotechnical Professional Engineer. The Engineer must provide a completion certificate/ certification (PS4) and as built drawings at the conclusion of the work.
- 9 Design contours must be constructed to develop a natural appearance on the earthworked surfaces as far as practicable, especially in the case of cut and fill batters where the contours must be sufficiently curved across the batter faces and radiussed off where the design contours meet the original contours in order to conform and merge with natural ground surfaces to the extent that is achievable while still meeting engineering requirements for stability.

### **Landscaping**

- 10 The landscaping plan prepared by Boffa Miskell Ltd entitled Westchester Drive Stormwater Management, Overall Landscape Plan, Drawing No. LA-06-101, Rev 01, dated 21.11.08 and attached as Appendix D to the Notice of Requirement is approved in principle. However, a detailed landscape plan including an implementation and maintenance programme must be submitted to, and be approved by, Wellington City Council's Compliance Monitoring Officer prior to any works commencing on site (including earthworks). The plan shall be consistent with the Landscape and Restoration Plan required by WRC **Land use consent [27601]** and shall include details of the numbers and sizes of plants and ground preparation details for all locations in accordance with the above landscape plan. Where ground conditions permit, areas shown as being planted with a mix of moss lichens and ferns will be expected to be planted to a higher level. The landscape plan may be reviewed after bulk earthworks have established the full extent of disturbed ground.
- 11 The requiring authority will survey and mark specific boundaries adjacent to the route to ensure that boundaries are respected and that landscape plans can comply with these as appropriate. This requirement is limited to the following: the northern boundaries of 38 and 40 Glenside Road and 273 Middleton Road where these occur on the northern bank of the Stebbings Stream : the southern boundary of 279 Middleton Road.
- 12 The requiring authority will provide a dense planting including, but not limited to trees, shrubs and climbers along the streamside edge of the road that over time will grow to obscure the MSE walls and batters from chainage 620-760. Details of this are to be outlined in the Final Landscape and Restoration Plan (LRP).
- Note: The Compliance Monitoring Officer will approve the Landscape Plan following consultation with appropriate officers within the Wellington City Council once satisfied with its content.
- 13 The landscaping plan, approved under condition (10), must be completed within one year of completion of the bulk

earthworks. The plantings are to be monitored for a period of 5 years from the time of planting in order to allow for plant establishment. The first 24 months includes the removal of weeds within the vicinity of the plantings and the replacement of plants that die or are removed unlawfully within this period in the same location, with the same species and sized plants. The subsequent 36 months will be limited to weed spraying to encourage full restoration cover. The requiring authority must ensure that the plants and seeds for any indigenous revegetation work carried out in regard to the proposed works have been eco-sourced.

### **Road Design**

- 14 The requiring authority must provide a detailed design for the proposed road approved road marking, signs and parking areas where kerbside parking can be accommodated without compromising road safety and where kerbside parking is prohibited. The design must be approved by the Council's Compliance Officer prior to construction starting on-site.
- 15 The proposed road must be designed and constructed to generally comply with the Council's Code of Practice for Land Development and the Standard NZS 4404:2004 - Land Development and Subdivision Engineering or current equivalent standard, except there will only be one footpath and carriageway with a width of 9m.
- 16 The requiring authority shall construct a sealed pedestrian and cycle access path from Lakewood Ave to divert under the western bridge to connect with the existing tar-sealed road end of Stebbings Road. The path should be suitable for the use of strollers and by recreational cyclists.
- 17 The requiring authority must provide street lighting along the proposed road in compliance with NZ Street Lighting Standard. Light spill must be directed away from residential properties by the use of specifically designed lighting cowls where necessary.
- 18 The requiring authority must provide a detailed design for the intersection at Westchester Drive and Middleton Road for the approval of the Council's Compliance Officer. The design and construction of the intersection is to meet the requirements of all road users including pedestrians, cyclists and over-dimensional vehicles and to comply with the Council's Code of Practice for Land Development and Austroads – Guide to Traffic Engineering Practice.
- 19 The requiring authority must provide a detailed design for the intersection layout of Westchester Drive, Lakewood Avenue and Melksham Drive and this intersection must be constructed to comply with the Council's road hierarchy and Code of Practice for Land Development. The design must incorporate local safety measures for existing driveways at 102 Westchester Drive and 68 Lakewood Avenue due to the increased traffic flow.
- 20 Isolation strips must be provided alongside the roadway to prevent unauthorised physical access to the adjoining land.
- 21 Reasonable provision must be made for vehicular, pedestrian and cycle access to private and Wellington Regional Council properties at all times during the construction period and to ensure that any interruption to public vehicle, pedestrian and cycle access is minimised to the greatest extent practicable. This includes providing access to Wellington Regional Council's flood detention designation area for that Council.

### **Archaeological**

- 22 If any archaeological deposits are identified during works or construction (e.g. shells, midden, hangi or ovens, garden soils, burials, pit depressions, defensive fortifications, occupation evidence, taonga, historic bottles and ceramics) work must cease in the vicinity of the remains and the Historic Places Trust and tangata whenua contacted immediately.
- 23 The following conditions are in addition to any that the New Zealand Historic Places Trust may require and will be noted on the Archaeology section of the Construction Management Plan (CMP).  
Note: There may be a burial site on the land.
- 24 A complete groundtruthing and investigation from chain 400-500, up to 3 metres either side of the proposed formed road edge must be undertaken to locate a possible burial site prior to any works commencing in this section of the proposed route. The sides of the investigated area are to be fenced off to prevent accidental encroachment beyond.
- 25 If any work needs to be carried out in an area outside of this, within the same chainage, then that area is to be investigated as per clause 23 prior to any other ground disturbance work being carried out.

26 If a burial site is identified the requiring authority shall contact the Glenside Progressive Association Inc immediately, to allow community consultation to take place on the next appropriate steps including the most appropriate resting site for any remains found, should agreement be reached to re-inter the remains.

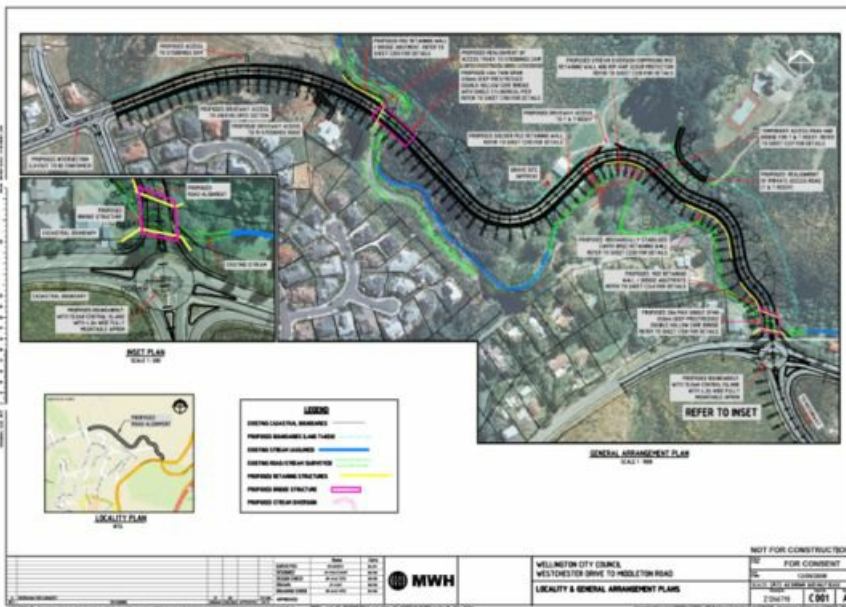
27 An archaeologist is to be on-site during this investigation.

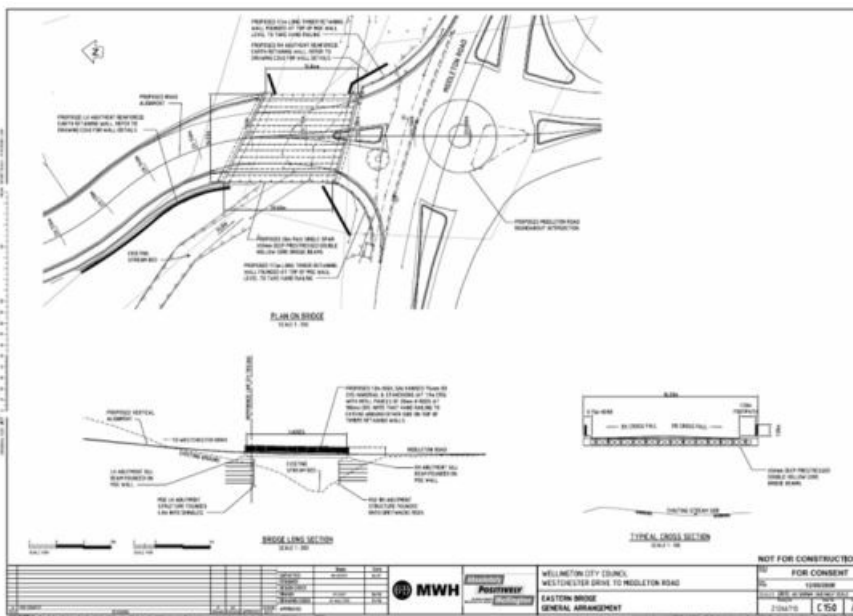
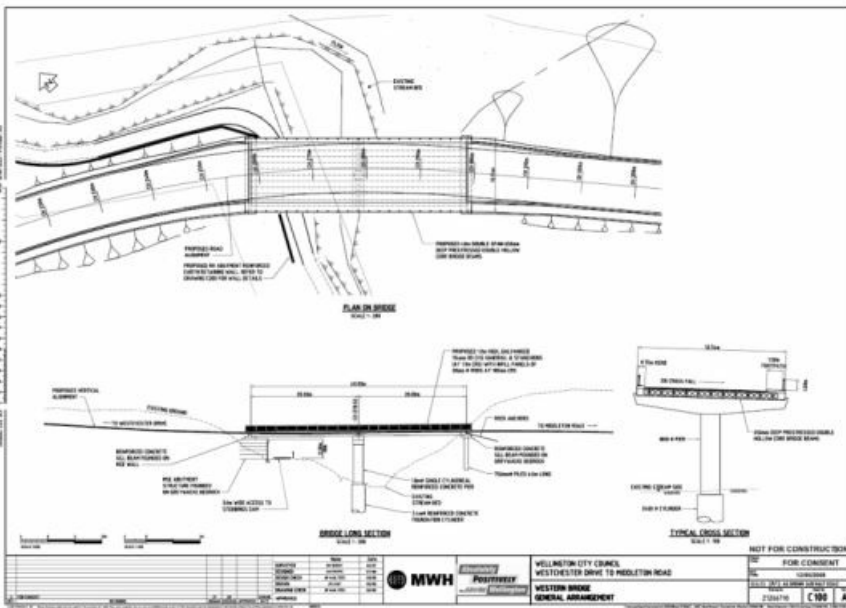
Note: The requiring authority should be aware that the Historic Places Act 1993 provides for the identification, protection, preservation and conservation of the historic and cultural heritage of New Zealand. Under section 2 of the Act, an archaeological site is defined as a place associated with pre-1900 human activity, where there may be evidence relating to the history of New Zealand. Section 10 directs that an authority is required from the New Zealand Historic Places Trust if there is reasonable cause to suspect an archaeological site (recorded or unrecorded), may be modified, damaged or destroyed in the course of any activity. An authority is required for such work whether or not the land on which an archaeological site may be present is designated, or a resource or building consent has been granted, or the activity is permitted in a regional or district plan. Evidence of archaeological sites may include oven stones, charcoal, shells, ditches, banks, pits, terraces, stone walls, building foundations, artefacts of Maori and European origin or burials. In this regard, the requiring authority is advised to consult with officers of the New Zealand Historic Places Trust regarding the need for any archaeological assessment of this site prior to any earthworks or construction taking place.

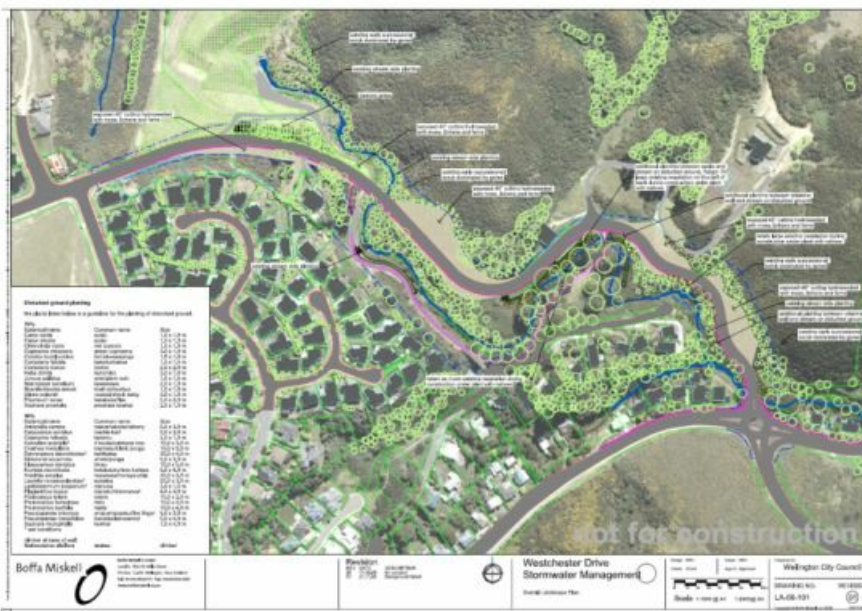
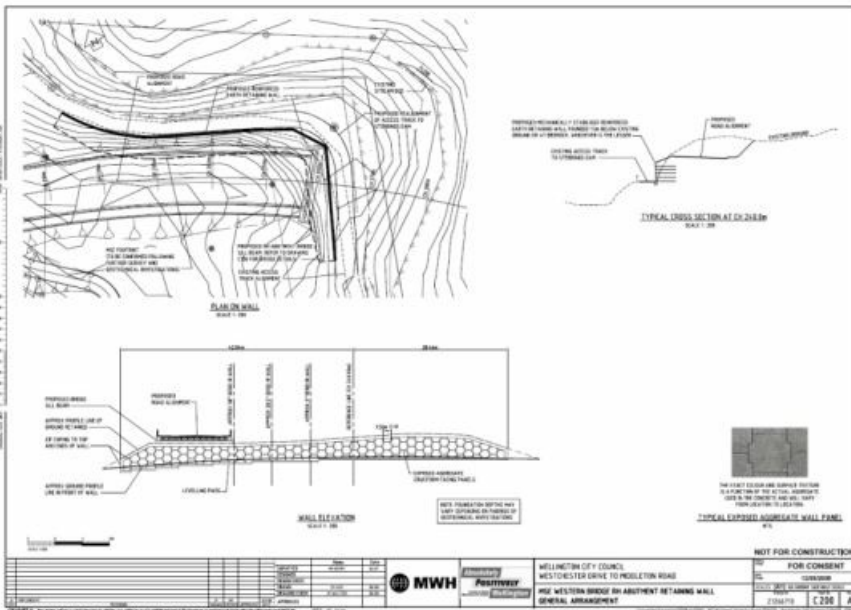
28 The requiring authority will fund a memorial to be erected as close as practical to where the burial site is located (or is recalled to be located by the community) at the conclusion of the road works in the area. This memorial will be designed in consultation with the Glenside Progressive Association Inc and will be erected regardless of whether the actual burial site is located.

**Name**

29 The requiring authority will provide materials and a location for the erection of a “Glenside” sign in consultation with the Glenside Progressive Association Inc and assist in the installation of this near the Western Bridge.







## Appendix Z: Transmission Gully Main Alignment Designation and Kenepuru Link Road Designation (New Zealand Transport Agency): Details and Conditions

### Advice Notes

- A. New Zealand Transport Agency (NZTA) is the requiring authority responsible for the designations.
- B. The proposed work for Designation H9 consists of the construction, operation and maintenance of the Transmission Gully Main Alignment.
- C. The proposed work for Designation H10 consists of the construction, operation and maintenance of the Kenepuru Link Road.

D. Where either H9 or H10 (or both) are bracketed beside each designation condition number, this indicates to which designations the condition applies.

E. Conditions are numbered according to the designation conditions issued by the Board of Inquiry and are not entirely sequential.

F. The following conditions or part conditions issued by the Board of Inquiry are not referenced within Appendix Z, as they are not applicable to Wellington City Council designations H9 or H10:

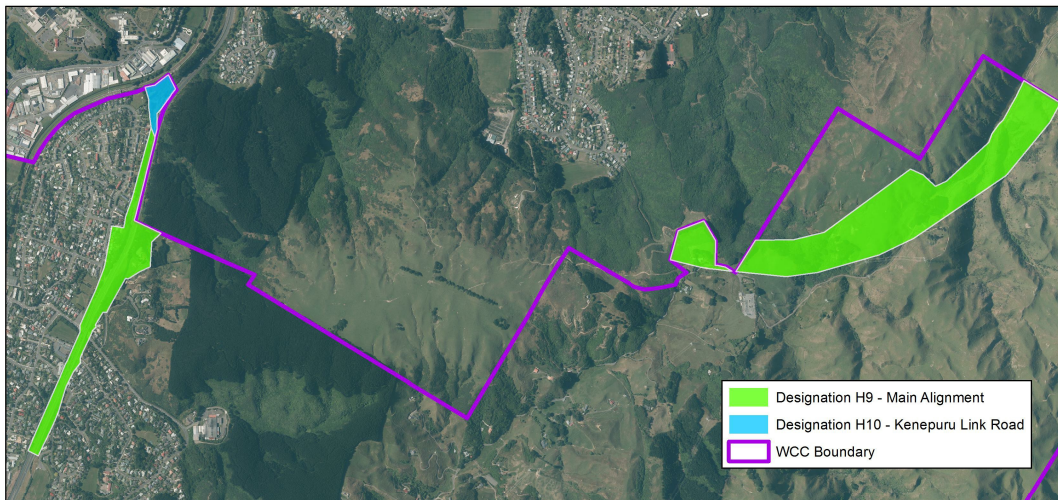
**H9:**

NZTA.3B; NZTA.14A; points (b), (c), (e), (f) and (g) of NZTA.16; NZTA.17-NZTA.18; NZTA.30A; the words "and Battle Hill Eventing where works are being undertaken within Battle Hill Farm Forest Park." of NZTA.41; Points 2, 3 and 5 and 42(a) of NZTA.42; points 46(d)(ix) bullet 3, and 46(f) of NZTA.46; points 8-9 of NZTA.47; point 50A(b) of NZTA.50A; point 51(b) of NZTA.51; points 1-2 of NZTA.62; and NZTA.63.

**H10:**

NZTA.3B; NZTA.14-14A; points (b), (c), (e), (f) and (g) of NZTA.16; NZTA.17- NZTA.18; NZTA.24- NZTA.25; NZTA.30A; NZTA.37-38; the words "and Battle Hill Eventing where works are being undertaken within Battle Hill Farm Forest Park." of NZTA.41; Points 2, 3, 5 and 42(a) of NZTA.42; points 46(d)(ix) bullet 3, (e), (f), (g) and (h) of NZTA.46; NZTA.47A- NZTA.48; the words "Except as specified in condition NZTA.50A" of NZTA.50; NZTA.50A; point 51(b) of NZTA.51; and NZTA.62- NZTA.63.

G. The diagram below shows the approximate locations of the designations:



**Figure 1: Designation Locations**

## Conditions

### General Conditions and Administration

NZTA.1 (H9,H10) Except as modified by the conditions below, and subject to final design, the Project shall be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement dated August 2011, May 2014 and October 2014 supporting documents being:  
*Updated via s181(3);*  
*Granted on 23/06/2014*

- Updated via Section 181 (1) Granted on 12/02/15*  
*Added (c) (d)*
- a. Assessment of Environmental Effects report, dated 8 August 2011 and 8 May 2014.
  - b. Plan sets:
    - i. **LR00-20**: Land requirement plans
    - ii. **GM01-21**: Road layout plans except as amended by Drawing No: TG-DRG-ALL-PW-3001 rev.C
    - iii. **GM22-84**: Longitudinal sections and cross sections except as amended by Figures 2 – 5 Revision 1 entitled Transmission Gully – James Cook Drive Interchange dated May 2014 (File Ref:W13134\_Figs\_JamesCook\_A3)
    - iv. **DR01-21**: Drainage layout plans
    - v. **SO1-29**: Structures plans
    - vi. **LA01-21**: Landscape plans except as amended by Drawing No: TG-DRG-FCP-LD-1053 rev.B
    - vii. **AC01-21**: Construction access plans
  - c. Alterations to Designations – Bridge 25 Volume 1 (Planning and Technical Reports) and Volume 2 (Plan Set – Attachments A –H) all dated October 2014
  - d. Alterations to Designations – Bridge 27 & Kenepuru Link Road, Volume 1 (Planning and Technical Reports) and Volume 2 (Plan Set – Attachments A – I) all dated October 2014

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

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

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

- (H9,H10) (a) Review the width of the area designated for the Project;  
 (b) Identify any areas of designated land that are no longer necessary for the ongoing operation, or maintenance of the Project or for ongoing mitigation measures; and  
 (c) Give notice to the Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified in NZTA.2(b) above.

NZTA.3.  
 (H9,H10) The designation shall lapse if not given effect to within 15 years from the date on which it is included in the District Plan under Section 175 of the RMA.

NZTA.3A.  
 (H9,H10) The Requiring Authority shall reimburse the Council for its actual and reasonable costs incurred in carrying out its functions pursuant to Section 36(1)(d) of the RMA.

#### Outline Plans and Management Plans

NZTA.4.  
 (H9,H10) Subject to Condition NZTA.5 below, the Requiring Authority shall submit an Outline Plan (OP) (or Plans) to the Council for the part of the Project located within the District or for each Project stage within the District, in accordance with section 176A of the RMA.

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

- (H9,H10) (a) Heritage Management Plan (HMP);  
 (b) Construction Traffic Management Plan (CTMP);  
 (c) Landscape and Urban Design Management Plan (LUDMP);  
 (d) Construction Noise and Vibration Management Plan; and  
 (e) Construction Air Quality (Dust) Management Plan.

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

NZTA.6A(H9, Any management plan(s) specified in Condition NZTA.6 may be submitted to the Council as part of an Outline H10)*Updated*Plan(s) and be processed in accordance with section 176A of the RMA (as specified in Condition NZTA.4) without *via s181(3);* including the requirements of Conditions NZTA.24, NZTA.37, NZTA.47 and NZTA.48, provided that:

- Granted on 19/06/2014*
- No construction traffic shall use Rangatira Road adjoining the properties referred to in NZTA.24; and
  - No works shall commence within 200m of the properties (either individually or as a group) referred to in Conditions NZTA.37, NZTA.47 and NZTA.48, and no further action shall be taken to reduce the 200m zone in whole or in part;

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

NZTA.6B(H9, The LUDMP specified in Condition NZTA.6 may be submitted to the Council as part of an Outline Plan(s), and be H10) processed in accordance with section 176A of the RMA (as specified in Condition NZTA.4), without including *Updated via s181(3);* specific landscape design details for the Project areas identified in the LUDMP in accordance with Condition *Granted on 19/06/2014* NZTA.46(fa), provided that no works shall commence within these Project areas until such time as an amendment to the LUDMP, which includes the specific landscape design details for these areas, is submitted to the Council and processed in accordance with NZTA.7A below. If these amendments to the LUDMP require an associated amendment to an aspect of an Outline Plan(s), then this shall also be submitted to the Council and processed at the same time, in accordance with NZTA.7A.

NZTA.7  
 (H9,H10) All works shall be carried out in accordance with the Outline Plan and management plans required by these conditions subject to Conditions NZTA.6A and NZTA.6B.

*Updated via s181(3);*  
*Granted on 19/06/2014*

- NZTA.7A  
 (H9, H10) a. The Requiring Authority may submit to the Council amendments to the Outline Plan(s) or management plan(s) required under Conditions NZTA.4 and NZTA.6, provided that such amendments have been identified in the revised programme required under condition NZTA.8;  
 Updated via s181(3);  
 Granted on 19/06/2014 b. Any amendments to the management plan(s) shall remain consistent with the overall intent of the relevant management plan;  
 c. For the avoidance of doubt, amendments to any Outline Plan(s) or management plan(s) required under Condition NZTA.4 or NZTA.6 shall be processed under the relevant NZTA conditions and under the provisions of section 176A of the RMA in relation to those aspects of the Outline Plan(s) or management plan(s) that are



amended.

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

NZTA.8(H9,H10) ~~Updated~~ assist the Council with planning for staff resourcing, at least three months prior to the submission of the first Outline Plan for the Project, the Requiring Authority shall provide the Manager with a programme. The programme shall set out:

*via s181(3);  
Granted on  
19/06/2014*

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

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

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

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

NZTA.9(H9,H10) ~~Updated~~ Once construction has commenced, the Requiring Authority shall provide the Manager with an updated schedule of construction activities and timing of any updates to, or further management plans, Outline Plans and/or other reports that are required to be prepared for the Project at monthly intervals throughout the construction phase of the entire Project.

*via s181(3);  
Granted on  
19/06/2014*

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

(H9,H10)

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

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

#### **Communications and Public Liaison – Construction**

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

(H9,H10)

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

(H9,H10)

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

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

NZTA.14. (H9,H10) The Communications Plan required by Condition NZTA.13. shall be prepared in consultation with the owners and occupiers of the following properties:

- 4 Rangatira Road;
- 17 Rangatira Road;
- 19 Rangatira Road;
- 21 Rangatira Road;
- 23 Rangatira Road;
- 25 Rangatira Road;
- 55 Collins Avenue.

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

#### **Complaints – Construction**

NZTA.15. (H9,H10) At all times during construction work, the Requiring Authority shall maintain a permanent record of any complaints received alleging adverse effects from, or related to, the exercise of this designation. The record shall include:

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

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

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

#### **Archaeology and Heritage**

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

NZTA.16. (H9,H10) An Outline Plan (or Plans) for the construction of any part of the Project located within the District or for the construction of any Project stage within the District shall include Heritage Management Plan (HMP). The HMP shall be prepared in consultation with the Council, Te Runanga o Toa Rangatira Inc and the New Zealand Historic Places Trust. Any comments and inputs received from these parties shall be clearly documented within the management plan, along with clear explanation of where any comments have not been incorporated and the reasons why.

The HMP shall include:

- (a) A map showing the area covered by the HMP;
- (d) A map showing all other known archaeological sites and features located within 500 metres of the designation boundary;
- (h) Any heritage monitoring requirements;
- (i) Methods for reporting monitoring results to the relevant Council, New Zealand Historic Places Trust and Ngati Toa;
- (j) Procedures, stand down periods and dispute resolution processes to be applied in the event of an archaeological discovery; and
- (k) Methods for transferring any relevant information to Council and the New Zealand Historic Places Trust upon completion of works.

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

NZTA.19. (H9,H10) The Requiring Authority, in consultation with, Te Runanga o Toa Rangatira Inc and the New Zealand Historic Places Trust, shall prepare an accidental discovery protocol, and provide a copy to the Council at the same time as submission of the Outline Plan. The protocol shall be implemented in the event of accidental discovery of cultural or archaeological artefacts or features during the construction of the Project. The protocol shall include, but not be limited to:

- (a) Training procedures for all contractors regarding the possible presence of cultural or archaeological sites or material, what these sites or material may look like, and the relevant provisions of the Historic Places Act 1993 if any

sites or material are discovered;

(b) Parties to be notified in the event of an accidental discovery shall include, but need not be limited to Te Runanga o Toa Rangatira Inc, the New Zealand Historic Places Trust, the WRC, the relevant District or City Council and the New Zealand Police (if koiwi are discovered);

(c) Procedures to be undertaken in the event of an accidental discovery (these shall include immediate ceasing of all physical works in the vicinity of the discovery); and

(d) Procedures to be undertaken before Work under this designation may recommence in the vicinity of the discovery. These shall include allowance for appropriate tikanga (protocols), recording of sites and material, recovery of any artefacts, and consulting with Te Runanga o Toa Rangatira Inc and the New Zealand Historic Places Trust prior to recommencing works in the vicinity of the discovery.

### Construction Environmental Management Plan

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

NZTA.20.  
(H9,H10) The Requiring Authority shall, at least 20 working days prior to submitting the Construction Environmental Management Plan required by Condition NZTA.21 (and by the regional consent conditions) to the Councils for certification, submit a draft to the Councils for comment. Any comments received shall be supplied to the Wellington Regional Council and the relevant Territorial Authority when the CEMP is submitted, along with clear explanation of where any comments have not been incorporated and the reasons why.

NZTA.21.  
(H9,H10) The CEMP shall confirm final Project details, staging of Work, and detailed engineering design to ensure that the Project remains within the limits and standards approved on this designation and that the construction and operation activities avoid, remedy or mitigate adverse effects on the environment in accordance with the conditions imposed on this designation, and any resource consents granted to assist the Requiring Authority in constructing the Project.  
The draft CEMP submitted with the application (dated July 2011) shall be used as a basis for the preparation of the CEMP. The CEMP shall provide details of the responsibilities, reporting frameworks, coordination and management required for Project quality assurance; final detailed design; construction methodologies; timeframes and monitoring processes and procedures.

A CEMP shall include but need not be limited to:

#### (1) Quality Assurance

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

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

#### (2) Site Management

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

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

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

*(3) Construction Programme and Methodology*

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

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

*(4) Layout Drawings*

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

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

**Traffic Management and Roading – Construction**

- NZTA.22.  
(H9,H10) An Outline Plan (or Plans) for the construction of any part of the Project located within the District or for the construction of any Project stage within the District shall include a Construction Traffic Management Plan (CTMP). The CTMP submitted with the application (dated May 2011) shall be updated and used as a basis for developing and finalising this plan.  
This CTMP shall address the following:
- (a) The staging of the works, including details of any proposals to work on multiple sections of the Project route concurrently;
  - (b) Details of construction yard access points where they gain access directly from a local road;
  - (c) A general methodology for selecting detour routes;
  - (d) The potential effects on the detour routes selected and how these will be managed to seek to ensure safety for all road users; and
  - (e) A process for the submission of Site Specific Traffic Management Plans.
- NZTA.23.  
(H9,H10) The CTMP shall be prepared in consultation with the Council's Road Asset Manager (or their nominee(s)), and this consultation shall commence at least 20 working days prior to submission of the Outline Plan using a draft plan as a starting point for discussions.  
Any comments and inputs received shall be clearly documented within the management plan, along with clear explanation of where any comments have not been incorporated and the reasons why.
- NZTA.24.  
(H9) The CTMP required by Condition NZTA.22. shall be prepared in consultation with the owners and occupiers of the following properties:
- 4 Rangatira Road
  - 17 Rangatira Road
  - 19 Rangatira Road
  - 21 Rangatira Road
  - 23 Rangatira Road
  - 25 Rangatira Road
- The CTMP shall set out how any issues raised in consultation with these owners and occupiers have been incorporated, or if they have not been incorporated, the reasons why.
- NZTA.25.  
(H9) As far as practicable, the CTMP required by Condition NZTA.22 and any associated Site Specific Traffic Management Plans required by Condition NZTA.28 shall seek to minimise the use of Rangatira Road for staff or

construction related carparking, and as a construction access route, and shall prohibit heavy vehicles from using Rangatira Road to access the site as much as practicable.

NZTA.26. (H9,H10) A copy of the CTMP shall be provided to the Road Asset Manager at least 20 working days prior to commencement of construction of any part of the Project within the District.

NZTA.27 (H9,H10) The CTMP, or the Enabling Works Management Plan (EWMP) if an EWMP is prepared in accordance with conditions NZTA.84 to NZTA.89, shall contain a section setting out methods to manage the construction traffic effects of the harvesting of plantation forestry as part of the enabling works for the Project. These methods shall include but not be limited to:

*Updated via s181(3);  
Granted on 11/09/2014*

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

NZTA.28. (H9,H10) 1. Site Specific Traffic Management Plans (SSTMPs) shall be prepared following consultation with the following key stakeholders:

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

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

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

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

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

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

NZTA.29. (H9,H10) The CTMP and SSTMP(s) shall be consistent with the version of the NZ Transport Agency Code of Practice for Temporary Traffic Management (COPTTM) which applies at the time the CTMP or the relevant SSTMP is prepared.

NZTA.30. (H9,H10) The CTMP and SSTMP(s) shall undergo an independent safety and traffic operational review, by a suitably qualified independent party, prior to being submitted to the Council.

NZTA.31. (H9,H10) The Requiring Authority shall carry out random auditing of temporary road closure/s in accordance with COPTTM at regular intervals throughout the construction of the Project. The intervals shall be stated in the CTMP.

NZTA.32. (H9,H10) Prior to the commencement of any part of the Project, or any enabling works within the District, the Requiring Authority shall undertake a pre-construction condition survey of the carriageway/s along those local roads affected by the Project for which the Council is the road controlling authority and submit it to the Manager and the Roading

Asset Manager. The condition survey shall consist of a photographic or video record of the carriageway, and shall include roughness, rutting defects and surface condition.

NZTA.39. (H9,H10) The Requiring Authority shall, carry out regular inspections of the road networks affected by the Project during construction, to ensure that all potholes and other damage resulting from the construction of the Project are repaired as soon as practicable.

NZTA.33A. (H9,H10) The Requiring Authority shall ensure that procedures are adopted to prevent the deposition of slurry, clay or other materials on the roads by vehicles leaving the site where such material is liable to cause a nuisance or hazard. Procedures shall include but not be limited to use of an on-site wheel wash.

NZTA.34. (H9,H10) As soon as practicable following completion of construction of the Project the Requiring Authority shall, at its expense, conduct a post-construction condition survey of the road network affected by the Project. The results of the pre and post construction surveys will be compared and where necessary, the Requiring Authority shall at its expense arrange for repair of any damage to the carriageways and footpaths (and associated road components), for which the Council is the road controlling authority, where that damage has resulted from the impacts of construction of the Project. Any repairs shall be undertaken to the satisfaction of the Road Controlling Authority.

### Construction Noise and Vibration Management

NZTA.35. (H9,H10) An Outline Plan (or Plans) for the construction of any part of the Project located within the District or for the construction of any Project stage within the District shall include a Construction Noise and Vibration Management Plan (CNVMP) that shall:

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

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

NZTA.36. (H9,H10) The CNVMP shall:  
(a) Be prepared by a suitably qualified acoustics specialist;

(b) Include specific details relating to methods for the control of noise associated with all relevant Project construction works, which shall be formulated to, as far as practicable, comply with the following criteria in accordance with NZS 6803:1999:

Day	Time	L <sub>Aeq</sub> (15 min)	L <sub>AFmax</sub>
Weekdays	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
Saturday	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sundays and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
holidays	2000h - 0630h	45 dB	75 dB

- (c) Address the following aspects with regard to managing the adverse effects of construction noise:
- i. Noise sources, including machinery, equipment and construction techniques to be used;
  - ii. Predicted construction noise levels;
  - iii. Hours of operation, including times and days when noisy construction work and blasting would occur;
  - iv. The identification of activities and locations where structural noise mitigation measures such as temporary barriers or enclosures may be used;
  - v. Details of which road-traffic noise mitigation options will be implemented early to also mitigate construction noise;
  - vi. The measures that will be undertaken by the Requiring Authority to communicate noise management measures to affected stakeholders;
  - vii. Mitigation options, including alternative strategies where full compliance with the noise criteria set out in the table above cannot practicably be achieved;

- viii. Schedules containing information specific to each area of the site where this is relevant to managing construction noise and vibration effects;
- ix. Methods for monitoring and reporting on construction noise; and
- x. Include specific details relating to methods for the control of vibration and airblast associated with all relevant Project construction works, which shall be formulated to, as far as practicable, comply with the Category A criteria in the following table, measured in accordance with ISO 4866:2010 and AS 2187-2:2006:

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

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

NZTA.37. For construction works within 200 metres of the following properties:

(H9)

- 4 Rangatira Road
- 17 Rangatira Road
- 19 Rangatira Road
- 21 Rangatira Road
- 23 Rangatira Road
- 25 Rangatira Road
- 55 Collins Avenue

methods to be adopted within the CNVMP to manage construction noise and vibration shall be formulated by the Requiring Authority having first consulted with the owners and occupiers of these properties.

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

NZTA.38. At least 5 working days prior to commencement of the works which are planned to occur within 200m the properties identified in Condition NZTA.37 the Requiring Authority shall ensure that the owners and occupiers of the properties:

(H9)

- are each provided with a copy of the schedule of construction activities required by Condition NZTA.9; and
- clear information setting out when works are proposed to occur at night (that is, between the hours of 2000h and 0630h) and the nature and reason for the proposed night works.

#### Construction Air Quality (including Dust) Management

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

(H9,H10)

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

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

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

(H9,H10)

- Identification and implementation of dust suppression measures appropriate to the environment in which the

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

### Construction Lighting

- NZTA.41A. (H9,H10) The requiring authority shall implement procedures at all times during construction to manage lightspill (if any) to residential properties from any night lighting that is required on the site.

### Landscape and Urban Design

- NZTA.42. (H9,H10) An Outline Plan (or Plans) for the construction of any part of the Project located within the district or for the construction of any project stage within the district shall include a Landscape and Urban Design Management Plan (LUDMP) for the relevant part of the Project. The purpose of the LUDMP is to integrate the Project's permanent works into the surrounding landscape and urban design context.

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

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

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

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

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

- NZTA.43. (H9,H10) The LUDMP shall be prepared by suitably qualified persons who shall include a landscape architect and an urban designer, and shall implement:
- (a) the Landscape plans submitted with the applications numbered LA01-LA21;
  - (b) the Transmission Gully Urban and Landscape Design Framework (ULDF) (dated August 2011) and in particular the design principles set out in this document; and
  - (c) the Ecological Management and Monitoring Plan (EMMP) required to be certified under the Regional Resource Consent conditions.
- and shall be prepared in accordance with:
- (d) Transit New Zealand's Guidelines for Highway Landscaping (dated September 2002) – or any subsequent updated version;
  - (e) Transit New Zealand's "Urban Design Implementation Principles (2006)" – or any subsequent updated version; and
  - (f) AUSTROADS standards where these are relevant to pedestrian and cycle paths

- NZTA.44 (H9,H10) *Updated via section 181(3)* In order to confirm that the LUDMP is consistent with the landscape restoration components in the EMMP required under the Regional Resource Consents the EMMP certified only in respect of its landscape restoration components shall be supplied to the relevant territorial authority for information at the same time as submitting the LUDMP with the Outline Plan.

- NZTA.45. (H9,H10) The LUDMP(s) shall provide for integration of the Project's permanent works into the surrounding landscape including:
- (a) Input into the design of earthworks contouring including cut and fill batters, benching, and spoil disposal sites;
  - (b) Input into the appearance of all major structures, including bridges, RSE batters, MSE walls, noise barriers, drainage structures;
  - (c) The provision of guidelines for the suite of highway furniture such as barriers, gantries, sign posts, lighting standards, etc.,
  - (d) Input into the appearance of stream diversions and permanent stormwater control ponds;
  - (e) Identification of required landscape mitigation planting;
  - (f) Identification of visual mitigation planting required within the land acquired for the Project which mitigate the effects of the Project on properties in the vicinity of the alignment; and
  - (g) Coordination of landscape works with ecology works.

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



(H9, H10 – (a) Demonstration of how the design principles in the ULDF have been adhered to in the development of the design concepts, including (but not limited to) principles for noise walls, boundary walls and structures (including bridges, underpasses and associated retaining walls) which are identified in the ULDF as being in highly sensitive locations;  
except 46(e),46(g) and 46(h))

NZTA.46(fa) Updated demonstration of an engineer, ecologist and landscape architect working together to design the final shape and re-vegetation for batters, earthworks and rock cuts and their associated works during the detailed design process;  
via s181(3);  
Granted on  
19/06/2014

Updated via (c) A Concept Plan/Report – this shall depict the overall landscape and urban design concept, and provide a framework for the design intent, layout and mitigation proposals.  
Section 181  
(1) Granted  
12/02/15

(d) Landscape Design Details – these shall include the following details:

- i. Identification of vegetation to be retained, including retention of as many as practicable of the stand of pine trees at the southern boundary of the Linden construction site yard, and the plantation on the northern side of the yard;
- ii Identification and protection measures for vegetation to be retained, and planting to be established along cleared edges;
- iii. Proposed planting including plant species, plant/grass mixes, spacing/densities, sizes (at the time of planting) and layout and planting methods including trials;
- iv. Planting programme – the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each stage of the Project;
- v. Detailed specifications relating to (but not limited to) the following:
  - Vegetation protection (for desirable vegetation to be retained);
  - Weed control and clearance;
  - Pest animal management;
  - Ground preparation (topsoiling and decompaction to provide for rapid plant establishment and ongoing vigour);
  - Mulching; and
  - Plant supply and planting, including hydroseeding and grassing - which shall require:
    1. Any planting to reflect the natural plant associations of the area;
    2. Where practicable, the use of mixes of plants which are of a suitable richness and diversity to encourage self-sustainability once established; and
    3. Any native plants to, so far as practicable, be genetically sourced from the relevant Ecological District;
- vi. A maintenance regime including monitoring and reporting requirements, which is to apply for the three years following that planting being undertaken;
- vii. Landscape treatment for noise barriers;
- viii. Landscape treatment for any pedestrian and cycle facilities;
- ix. Consideration of:
  - The landscape character of the area;
  - The integration of the works into the natural environment, including streams;
  - Crime Prevention Through Environmental Design (CPTED) principles in urban areas.

(e) Specific landscape design details for the Linden site compound. These shall include the following:

- i. Protection of the row of trees on the south east boundary of the Linden site compound (on the uphill side);
- ii. Riparian planting along the watercourse adjacent to the Linden site compound to help soften/screen the culvert and embankment;
- iii. Reinstatement of planting in the vicinity of the Linden site compound following completion of construction, including new and replacement planting adjacent to the alignment.

- (fa) The specific identification of other Project areas where detailed landscape or urban design needs to be developed in conjunction with the detailed engineering design process; and, subsequently, the specific landscape or urban design details for these identified Project areas where the provisions of NZTA.6B and NZTA.7A would apply;
- (fb) Identification of existing vegetation within the area adjacent to 18 to 40 Tremewan Street and specific details regarding the retention of this existing planting to the extent practicable during construction, and the intended measures to ensure its ongoing management, to provide short and long-term visual screening. The LUDMP should also include planting and ongoing management details of early, advanced grade, fast growing exotic, and native species in this area to provide effective immediate and longer term screening of Bridge 25 and its associated works.
- (fc) The specific measures to be adopted to ensure the protection of existing vegetation along the boundaries of 20, 22, and 24a Tremewan Street from damage during road construction, comprising a minimum 5m wide strip where available.
- (fd) Identification of existing vegetation within the area between Bridge 27 and Wall Park through to 86 Tremewan Street and specific details regarding the retention of this existing planting to the extent practicable during construction, and the intended measures to ensure its ongoing management, to provide short and long-term screening. The LUDMP should also include planting and ongoing management details of early, advanced grade, fast growing exotic and native species in the area to provide effective immediate and longer term screening of Bridge 27 and its associated works,
- (g) The merge (where the Main Alignment meets State Highway 1) at Linden shall be designed to, as far as practicable, maximise the distance between the Collins Avenue bridge and residential properties on Little Collins Street (including 55 Collins Avenue) and to try to avoid the need to realign the carriageway of Little Collins Street (except as provided below). This may be achieved by reducing the width of the Little Collins Bridge (including by shifting the location of the merge lanes of State Highway 1 with Transmission Gully Main Alignment further to the north) but in so doing shall not seek to shift the western extent of the works any further to the west than shown on the application drawings;
- (h) The owners and occupiers of all properties in Little Collins Street (including 55 Collins Avenue) shall be consulted prior to finalising the design (of the alignment in this location). The design shall have regard to:
- i. provision of landscaping within/along Little Collins Street adjacent to State Highway 1 to provide visual screening and to minimise opportunities for graffiti
  - ii. realignment of Little Collins Street as part of the Collins Avenue bridge works, to provide better opportunities for landscape planting on Little Collins Street; and
  - iii. noise barriers on the bridge abutments that seek to reduce visual effects of the Project.
- (i) All planting works shall be undertaken in accordance with accepted horticultural practice.
- NZTA.47A. (H9) When considering the potential for a joint pedestrian and cycle path under the State Highway 58 interchange (under Condition NZTA.47), the Requiring Authority shall consult with the Mana Cycle Group and the Porirua City Council and shall ensure that the BPO is used in considering the design options.  
The Requiring Authority shall prepare and submit a report to the Council at the same time as the submission of the Outline Plan that shall address the following matters:
- (a) The nature of the alternatives that were considered and the reasons why the preferred option was chosen;
  - (b) Who was consulted and their responses
  - (c) Public health and safety
- NZTA.47B. (H9) The detailed design of the Main Alignment in the vicinity of the properties at 436A, 462 and 504 Paekakariki Hill Road shall be designed to maximise the distance between the road carriageway and these properties by moving the alignment as far to the east as is practicable within the designation.
- NZTA.47. (H9) The detailed design of the planting (in the vicinity of the Project stages that are relevant to these landowners) shall be finalised in consultation with the owners and occupiers of the following properties:
- 4 Rangatira Road
  - 17 Rangatira Road
  - 19 Rangatira Road
  - 21 Rangatira Road
  - 23 Rangatira Road
  - 25 Rangatira Road
  - 55 Collins Avenue
  - 462, 436A and 504 Paekakariki Hill Road
- The LUDMP shall set out how any issues raised in consultation with these owners and occupiers have been incorporated, or if they have not been incorporated, the reasons why.

- NZTA.48. (H9) In the event of the removal of any of the dwellings located on the following properties:
- 18a Tremewan Street (Lot 1 DP 29032)
  - 18 Tremewan Street (Lot 2 DP 29032)
  - 16 Tremewan Street (Lot 89 DP 9069)
  - 12 Tremewan Street (Lot 91 DP 9069)
  - 10 Tremewan Street (Lot 1 DP 63321)
  - 8 Tremewan Street (Lot 2 DP 63321)
  - 6 Tremewan Street (Lot 3 DP 63321)
  - 4 Tremewan Street (Lot 4 DP 63321)
  - 2 Tremewan Street (Lot 5 DP 63321)
- then the visual mitigation planting shown on Landscape Plan LA20 shall be extended further south, and designed in consultation with the owner and occupier of the properties at 20 and 23 Tremewan Street. In respect of planting to the rear of the properties at No.s 20, 22 and 24A Tremewan Street, the visual mitigation and screening planting shall be designed in consultation with the owners of these properties.
- NZTA.49. (H9,H10) Prior to the Requiring Authority undertaking any planting provided for in the LUDMP and throughout the ensuing landscaping maintenance period, all weed species declared as plant pests and animal pests, including stock, in the Wellington Region by the Wellington Regional Pest Management Strategy shall be controlled and removed from the site of any planting undertaken pursuant to the LUDMP which is located on:
- (a) Land declared to be motorway or limited access road;
  - (b) Any Crown land held for roading or motorway purposes for the Project and which the Requiring Authority administers; or
  - (c) Any other land, e.g. private land and local authority owned land, in relation to which the Requiring Authority has appropriate property rights which allow it to lawfully undertake such weed removal.
- NZTA.50. (H9, H10 - except the words "Except as specified in Condition NZTA.50A")) Except as specified in Condition NZTA.50A, the planting identified in a LUDMP shall be implemented in accordance with the LUDMP within the first planting season following the completion of the construction works in each Project stage to which the LUDMP relates, providing climatic conditions are suitable; otherwise at the first practicable opportunity thereafter.
- NZTA.50A. (H9) The following planting shall be undertaken as soon as practicable within the first planting season after the commencement of establishment of the site compounds for the purpose of screening the compounds during construction as follows:
- (a) Specific landscaping that is required for the Linden site compound under Condition NZTA.46(e);

### Ecology

- NZTA.51. (H9,H10) As part of the detailed design for the Project, in order to minimise the extent of effects on any area of natural vegetation, freshwater ecosystem or habitat of indigenous flora and fauna located within the designation, the Requiring Authority shall engage a suitably qualified ecologist to:
- Confirm the extent of any valued natural areas as specified in the Wellington Conservation Management Strategy 1996, RPS, Regional or District Plans; and
  - Prepare maps identifying all those areas which meet the definitions in (a), with information on their relative values.
- The maps shall be completed as part of detailed design and shall inform any design changes that result in the extent of works varying from the footprint provided in the application drawings.
- (a) For the purposes of this condition, natural vegetation, freshwater ecosystems and habitats shall include:
- i. Forest and shrublands
  - ii. Seral scrub
  - iii. Banks with predominantly indigenous vegetation (including non-vascular vegetation)
  - iv. Wetlands
  - v. Streams
  - vi. Boulderfields and scree
- (c) The extent of adverse effects shall be minimised by, as a minimum:
- Developing detailed designs which avoid or minimise the extent of effect on areas identified under (b) above as far as practicable
  - Developing mechanisms to ensure that the areas, or parts of areas, to be avoided are clearly marked on the ground (e.g. through fences) and that contractors are required to avoid them
  - For those areas which cannot be avoided, but where complete loss of the ecosystem, vegetation or habitat is not required, developing mechanisms to reduce the impact on the area as far as practicable
- Note: The Site Specific Environmental Management Plans that are required to be prepared under the resource consents are required include a map of any key areas or features that are required to be avoided or otherwise

protected during construction, and shall include those areas identified under this condition as being retained.

NZTA.52. (H9,H10) In order to demonstrate compliance with Condition NZTA.51, the Requiring Authority shall submit a report to the Council at the same time as the Outline Plan. The report shall be prepared with inputs from a suitably qualified roading design engineer and an ecologist and shall set out how the design process incorporated the requirements of Condition NZTA.51.

NZTA.53. (H9,H10) The Requiring Authority shall undertake works necessary to ensure that a combined total of at least 534ha of land is dedicated to the active or passive restoration of vegetation and associated ongoing management which shall be comprised of the following components:

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

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

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

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

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

NZTA.55(H9,H10) Requiring Authority shall use its best endeavours to procure from the Crown the entering into of appropriate covenants and/or encumbrances (or similar legal mechanism) to ensure that, regardless of any future ownership/tenure changes, the areas of land required for retirement and revegetation planting specified in condition NZTA.53 which are held or acquired by the Crown for the Project are protected in a manner that achieves at least the area of land retirement and revegetation planting specified in Condition NZTA.53 in perpetuity, and shall upon request from the Council report progress on these best endeavours.

The Requiring Authority shall not:

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

NZTA.56 (H9,H10) The Requiring Authority shall, at the same time as it provides the CEMP to the Regional Council, submit a programme to the Manager setting out:

*Updated via section 181(3) 5/3/14* (a) how and when the 534ha of land required to be dedicated to the active or passive restoration of vegetation and associated ongoing management will be set aside for those purposes;  
 (b) a programme for implementation of the required enrichment planting and revegetation;  
 (c) a programme for maintenance, monitoring and measuring success; and  
 (d) the approximate time at which the protective covenant or similar mechanism will formally take effect.

### Existing Network Utilities

NZTA.57(H9, H10) Prior to the commencement of construction, the Requiring Authority shall prepare a Network Utilities Management Plan (NUMP). The Requiring Authority shall adhere to the relevant requirements of the NUMP at all appropriate times during the construction of the Project. The purpose of the NUMP shall be to ensure that the enabling works, design and construction of the Project adequately take account of, and include measures to address, the safety, integrity, protection or, where necessary, relocation of, existing network utilities.

NZTA.58(H9, H10) A copy of the NUMP shall be submitted to the Manager for certification at least 10 working days prior to the commencement of any enabling or construction works on any part of the Project located within the District. The purpose of the certification process is:

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

NZTA.59(H9, H10) A NUMP shall include, but need not be limited to, the following matters:

(a) The methods the Requiring Authority will use to liaise with all infrastructure providers who have existing network utilities that are directly affected by, or located in close proximity to, the part of the Project in the District including the process for:

- i. Network utility provider approval of proposed works on their utilities; process for obtaining any supplementary authorisations (e.g. easements and/or resource consents); and
- ii. Protocols for inspection and final approval of works by network utility providers.

(b) The methods the Requiring Authority will use to enable infrastructure providers to access existing network utilities for maintenance at all reasonable times, and to access existing network utilities for emergency works at all times, whilst construction activities associated with the Project are occurring.

(c) The methods the Requiring Authority will use to seek to ensure that all construction personnel, including contractors, are aware of the presence and location of the various existing network utilities which traverse, or are in close proximity to, the part of the Project in the District, and the restrictions in place in relation to those existing network utilities. This shall include plans identifying the locations of the existing network utilities and appropriate physical indicators on the ground showing specific surveyed locations.

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

NZTA.60(H9, H10) A NUMP shall be prepared in consultation with the relevant infrastructure providers who have existing network utilities that are directly affected by the Project and, in addition to the matters listed in Condition NZTA.59, shall include:

- (a) Measures to be used to accurately identify the location of existing network utilities,
- (b) Measures for the protection, relocation and/or reinstatement of existing network utilities;
- (c) Measures to seek to ensure the continued operation and supply of essential infrastructure services which may include, but not be limited to, any new or relocated gas pipes being made operational prior to the termination of existing gas lines;
- (d) Measures to seek to ensure the continued operation and supply of essential services, including bulk water
- (e) Measures to provide for the safe operation of plant and equipment, and the safety of workers, in proximity to live existing network utilities;
- (f) Measures to manage potential induction hazards to existing network utilities;
- (g) Earthworks management (including depth and extent of earthworks), for earthworks in close proximity to existing network utility;

- (h) Vibration management for works in close proximity to existing network utility;
- (i) Emergency management procedures in the event of any emergency involving existing network utilities;
- (j) As built drawings showing the relationship of the relocated utility to the Main Alignment shall be provided to utility owners within three months of completion of the utility relocation; and

Provision, both physical and legal, shall be made for future maintenance access to utilities to a standard at least equivalent to that currently existing.

NZTA.61(H9,H10) Prior to the commencement of construction, the Requiring Authority shall, as part of the NUMP, seek to ensure that the operation and maintenance of the Project does not unduly constrain access to existing and/or relocated network utilities for maintenance purposes on an ongoing basis.

NZTA.62(H9) Prior to the commencement of construction, the Requiring Authority shall, accurately locate the assets of Powerco on the following properties and, if requested by Powerco, physically peg out the extent of the designation boundary on these individually affected properties:

- North of Rangatira Road Lot 1 DP 82381
- Collins Avenue road reserve beneath motorway overbridge.

NZTA.64(H9,H10) Requiring Authority shall give reasonable notice and make reasonable endeavors to:

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

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

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

NZTA.65(H9,H10) To avoid interruptions to supply, or adverse effects on Transpower New Zealand Limited's network utility infrastructure, the Requiring Authority shall, subject only to reasonable planned interruption:

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

NZTA.66(H9,H10) Works or activities associated with the project and ancillary roads and activities shall be designed and undertaken to comply with the Code of Practice for Electrical Safety Distances 2001 (NZECP 34:2001). In this regard, the Requiring Authority shall liaise with Transpower New Zealand Limited during the design of the Project. All works shall to be designed to ensure the adequate protection of existing transmission lines from any potential adverse effects associated with the construction and operation of the roads within the designation (eg the provision of vehicle collision barriers where necessary). For completeness, NZEC 34:2001 includes the following requirements:

- (a) All machinery and mobile plant operated within the designated area shall maintain a minimum clearance distance of 4 metres from all transmission lines located within that area.
- (b) With reference to NZECP 34:2001 Figure 1, in the case of any pole supporting any conductor, no person shall excavate or otherwise interfere with any land:
  - i. at a depth greater than 300mm within 2.2 metres of the outer edge of the visible foundations of the tower; or
  - ii. at a depth greater than 750mm, between 2.2 metres and 5 metres of the outer edge of the visible foundation of the tower; or
  - iii. in such a way as to create an unstable batter.
- (c) With reference to NZECP 34:2001 Figure 2, in the case of any tower (pylon) supporting any conductor, no person shall excavate or otherwise interfere with any land:
  - iv. at a depth greater than 300mm within 6 metres of the outer edge of the visible foundations of the tower; or
  - v. at a depth greater than 3 metres, between 6 metres and 12 metres of the outer edge of the visible foundation of the tower; or
  - vi. in such a way as to create an unstable batter.
- (d) In accordance with Section 4 of the NZECP 34:2001 no material shall be deposited (either permanent or temporarily) under or near any National Grid transmission line without the prior approval of Transpower New Zealand Limited. This is to ensure the safe NZECP 34:2001 (Table 4) separation distances from the lines are always maintained.

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

NZTA.67(H9,H10) Compliance with the Code of Practice for Electrical Safety Distances NZECP (34:2001) cannot be achieved, the Requiring Authority shall consult with Transpower New Zealand Limited who will identify acceptable alternative options, including and if necessary relocate or alter the existing transmission structures to achieve compliance.

NZTA.68(H9,H10) Requiring Authority shall ensure that existing access arrangements to Transpower New Zealand Limited's existing works are retained where practicable. Where the requiring authority requires or causes a change in access arrangements, alternative arrangements shall be provided, in consultation with Transpower New Zealand Limited that provides safe four wheel drive 24 hour access to the tower base during the construction period or other options that will enable Transpower to undertake necessary works. Once construction has been completed, the maintenance of access tracks shall be the responsibility of Transpower New Zealand Limited.

NZTA.69(H9,H10) Trees and vegetation planted shall be selected and located to ensure that no part of any tree (when mature) will encroach within a (4) metre clearance from transmission line conductors. The 4 metre clearance relates to vertical, horizontal and felling distance clearances and shall take account of the maximum conductor swing and sag.

NZTA.70(H9,H10) Requiring Authority shall ensure that the discharge of contaminants to air from the site during construction of the Project does not create any dust hazard or nuisance to the transmission assets managed by Transpower New Zealand Limited. The Requiring Authority shall produce, in consultation with Transpower New Zealand Limited, as part of the Construction Management Plan, measures to identify how those potential dust effects will be managed around the transmission network.

### Operational Noise

NZTA.71(H9,H10) For the purposes of Conditions NZTA.71 - NZTA.81 the following terms will have the following meanings:

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

NZTA.72(H9,H10) Requiring Authority shall implement the road-traffic noise mitigation measures identified as the “Selected Options” in the Acoustics Assessment as part of the Project, in order to achieve the Noise Criteria Categories indicated in the Acoustics Assessment (“Identified Categories”), where practicable, subject to Conditions NZTA.73 - NZTA.81 below.

NZTA.73(H9,H10) Detailed design of the Structural Mitigation measures in the “Selected Options” (the “Detailed Mitigation Options”) shall be undertaken by a suitably qualified acoustics specialist prior to commencement of construction of the Project, and, subject to Condition NZTA.74, shall include, as a minimum, the following:

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

NZTA.74(H9,H10) Where the design of the Detailed Mitigation Options identifies that it is not practicable to implement a particular Structural Mitigation measure in the location or of the length or height included in the “Selected Options” either:

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

NZTA.75(H9,H10) Detailed Mitigation Options shall be implemented prior to completion of construction of the Project, with the

exception of any low-noise road surfaces, which shall be implemented within 12 months of completion of construction of the Project.

NZTA.76(H9, H10) Prior to construction of the Project, a suitably qualified acoustics specialist shall identify those PPFs ("Qualifying Buildings") which following implementation of all the Structural Mitigation measures included in the Detailed Mitigation Options (notwithstanding the distance from the road) are in:

- (a) Noise Criteria Category C by an altered road, and
- (b) Noise Criteria Category B and C by a new road.

NZTA.76A(H9, H10) Prior to commencement of construction of the Project in the vicinity of a Qualifying Building, the Requiring Authority shall write to the owner of each Qualifying Building seeking access to such building for the purpose of measuring internal noise levels and assessing the existing building envelope in relation to noise reduction performance.

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

NZTA.77(H9, H10) Where a Qualifying Building is identified, the Requiring Authority shall be deemed to have complied with Condition NZTA.76 above where:

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

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

NZTA.78(H9, H10) Subject to Condition NZTA.77, no more than six months after the assessment required under Condition NZTA.76(b), the Requiring Authority shall give written notice to the owner of each Qualifying Building:

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

NZTA.79(H9, H10) Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of an affected building, the mitigation shall be implemented in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.

NZTA.80(H9, H10) Subject to Condition NZTA.77, where Building-Modification Mitigation is required, the Requiring Authority shall be deemed to have complied with Condition NZTA.79 above where:

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

NZTA.81(H9, H10) Requiring Authority shall manage and maintain the Detailed Mitigation Options to ensure that, to the extent practicable, those mitigation works retain their noise reduction performance.

NZTA.81A(H9, H10) Noise Mitigation Plan shall be prepared by a suitably qualified acoustics specialist prior to commencement of construction including details of:

- (a) Detailed Mitigation Options
- (b) Qualifying Buildings
- (c) Methods for post-construction validation of the noise assessment. This shall include:
  - i. Prior to opening: confirmation of the location of the as-built alignment in the noise model, visual inspection from the far-side carriageway of the relationship of PPFs to earthworks and noise barriers, verification of as-built noise barrier dimensions, and confirmation of as-built road surfaces,
  - ii. 3 to 9 months after opening and checking the actual traffic volumes, and



iii. Noise monitoring to validate the noise model to be undertaken within 6 months of the design road surfaces being laid.

NZTA.81B (H9,H10) A report detailing the results and any corrective actions arising from the post-construction validation of the noise assessment shall be provided to the Council within nineteen months of opening of the road in areas with low-noise road surfaces, and within ten months of opening the road in all other areas.  
*Updated via section 181(3) 5/3/14*

#### Permanent Lighting

NZTA.82(H9,H10) Lighting shall be designed and screened to minimise the amount of lighting overspill and illumination of residential areas, and shall demonstrate that:  
 (a) All motorway lighting shall be designed in accordance with "Road lighting Standard AS/NZS1158"; and  
 (b) All other lighting shall be designed in accordance with the rules of the relevant District Plan (if any).

#### Traffic Safety Audit

NZTA.83(H9,H10) No earlier than 6 months after the commencement of operation of the Transmission Gully Motorway, and no later than 12 months from that date, the Requiring Authority shall complete a traffic safety audit (in accordance with the NZ Transport Agency Guidelines 'Road Safety Audit Procedures for Projects' (November 2004) to ascertain the effects of reduced traffic and potentially higher environmental speeds on the coastal route resulting from the operation of the Transmission Gully Motorway. The audit shall outline what measures are necessary to remedy those effects. A copy of the audit and its findings shall be sent to the relevant territorial authorities.

#### Enabling Works

NZTA.84 (H9,H10) *Added via s181(3); Granted on 11/09/2014* If the Requiring Authority proposes to undertake enabling works prior to the fulfilment of all relevant management plan requirements under Conditions NZTA.1 to NZTA.83, it must prepare, and submit to the relevant Council(s), an Enabling Works Management Plan (EWMP) which:  
 a. Provides details on the scope of the activities that are proposed to be undertaken in accordance with Condition NZTA.86; and  
 b. Includes details as to the methods to be used to manage the environmental effects of these activities in accordance with Condition NZTA.87.

"Enabling Works" refers to activities necessary to make the Project site ready for the construction of the Project and are restricted to the activities described in Condition NZTA.86.

If the Requiring Authority prepares an EWMP, it shall be submitted to the Council(s) for certification in respect of their statutory functions (as specified in Condition NZTA.88). The EWMP shall be submitted to the Council(s) at least 20 working days prior to commencement of the enabling works provided for in the EWMP, for certification that it meets the requirements of Conditions NZTA.84 to NZTA.89.

No enabling works undertaken in accordance with Conditions NZTA.84 to NZTA.89 shall commence until the EWMP is certified by the Council(s).

As required by Condition NZTA.85, a draft EWMP is to be supplied to the Council(s) for their comment.

For the avoidance of doubt, in addition to those conditions referenced in Condition NZTA.87 which must be addressed in the EWMP, enabling works must comply with the relevant requirements of all other Conditions NZTA.1 to NZTA.83. Where any of these other conditions refer to management plans identified under Conditions NZTA.6, NZTA.21 or NZTA.57, if the Requiring Authority prepares an EWMP, the relevant references to and requirements of those management plans within those conditions shall also apply to the EWMP.

The certified EWMP is to be displayed in a site office throughout the period of enabling works.

Advice Note: One EWMP may be prepared to address relevant enabling works in terms of the conditions of NZTA's confirmed Notices of Requirement (these conditions) and NZTA's associated regional resource consent conditions.

NZTA.85 (H9,H10) *Added via s181(3); Granted on 11/09/2014* The Requiring Authority shall, at least 20 working days prior to submitting the EWMP specified in Condition NZTA.84 to the Council(s) for certification, submit a draft EWMP to the Council(s) for comment. Any comments received from the Council(s) shall be included within the EWMP when it is submitted for certification, along with a clear explanation of where any comments have, or have not, been incorporated and, if not, the reasons why.

NZTA.86 (H9,H10) *Added via s181(3); Granted on 11/09/2014* Notwithstanding the management plan requirements of Conditions NZTA.1 – NZTA.83, and for the purpose of Conditions NZTA.84 to NZTA.89, enabling works are activities necessary to make the Project site ready for the construction of the Project, and are restricted to the following:

- a. Vegetation – harvest / clearance of plantations, shelter belts and other introduced vegetation; clearance and salvage of indigenous vegetation; land retirement and fencing of indigenous vegetation to be protected; and planting of vegetation;

- b. Site access – construction of temporary access tracks; upgrading of existing tracks;
  - c. Earthworks – preliminary earthworks associated with initial stream diversions, stormwater diversions, water storage and sediment pond construction, trials, contaminated land removal or remediation, site compounds, access, set-up of borrow pits, formation of bridge piling platforms;
  - d. Structures – demolition / removal of existing buildings and structures; temporary and permanent fencing; construction, traffic management and other safety signage; noise mitigation measures;
  - e. Pre-condition and land surveys;
  - f. Site Compounds – development of site compounds, including provision of access, hard-standing, facilities and buildings, connections to utility services, fencing and security, temporary accommodation, laydown areas;
  - g. Trials – stabilisation trials; compaction trials;
  - h. Network utilities and services – relocation, replacement and/or protection works associated with existing utility services;
  - i. Erosion and sediment control works associated with the above enabling works;
  - j. Species rescue associated with the above enabling works.
- For the avoidance of doubt, enabling works does not include bulk earthworks.

NZTA.87 (H9, The EWMP shall include but need not be limited to, the following matters:

H10) *Added via s181(3); Granted on 11/09/2014*

- a. For any enabling works located within 500 metres of:
  - The brick fuel containment structure;
  - St Joseph's Church and other associated features with the Church site grounds; or
  - Any other known archaeological sites and features;
 the relevant matters that would otherwise be required to be included in the HMP (Conditions NZTA.16 to NZTA.18). Any provisions of the EWMP required under Condition NZTA. 87(a) shall be prepared in consultation with the relevant Council, the New Zealand Historic Places Trust and Te Rūnanga o Toa Rangatira Inc;
- b. An accidental discovery protocol in accordance with NZTA.19;
- c. The matters relevant to the enabling works that would otherwise be required to be included in the CEMP (Condition NZTA.21);
- d. The relevant matters for each area or stage of enabling works that would otherwise be required to be included in the CTMP and SSTMP for that area (Conditions NZTA.22, NZTA.23 and NZTA.27 to NZTA.30A). These provisions of the EWMP shall be prepared in consultation with the relevant Council's Road Asset Manager (or their nominee(s));
- e. The results of a pre-construction condition survey of the carriageway/s along those local roads affected by the enabling works, in accordance with Condition NZTA.32;
- f. The matters relevant to the enabling works that would otherwise be required to be included in the CNVMP (Conditions NZTA.35 and NZTA.36);
- g. For any enabling works within 200 metres of the following properties:
  - 4 Rangatira Road
  - 17 Rangatira Road
  - 19 Rangatira Road
  - 21 Rangatira Road
  - 23 Rangatira Road
  - 25 Rangatira Road
  - 55 Collins Avenue (CNVMP only)
 the relevant matters that would otherwise be required to be included in the CTMP (Conditions NZTA.24 and NZTA.25) and the CNVMP (Conditions NZTA.35 and NZTA.37);
- h. The matters relevant to the enabling works that would otherwise be required to be included in the CAQMP (Conditions NZTA.39 to NZTA.41);
- i. For any enabling works which include permanent works, the relevant matters that would otherwise be required to be included in the LUDMP (Conditions NZTA.42, NZTA.43, NZTA.45 and NZTA.46, and NZTA.47 and NZTA.48 (if relevant for any permanent enabling works), NZTA.50 and NZTA.50A). Any provisions of the EWMP required under Condition NZTA. 87(i) shall be prepared in consultation with the parties listed in Condition NZTA.42 as required by that condition;
- j. For any enabling works that are located in the vicinity of any valued natural areas identified in the report prepared in accordance with Condition NZTA.52, a report setting out how the enabling works will minimise the extent of adverse effects on the relevant valued natural area(s) in accordance with the requirements of

Condition NZTA.51. This report shall be prepared with inputs from a suitably qualified roading design engineer and an ecologist;

k. The matters relevant to the enabling works that would otherwise be required to be included in the NUMP (Conditions NZTA.57 to NZTA.63). Any provisions of the EWMP required under Condition NZTA. 87(k) shall be prepared in consultation with the parties listed in Conditions NZTA.57 to NZTA.63 as required by those conditions.

NZTA.88 (H9,Enabling works provided for in the EWMP shall not commence until the Requiring Authority has received the relevant Council's written certification for the EWMP.

H10) *Added via s181(3); Granted on 11/09/2014* For the purposes of certification, the relevant Council(s) shall be the Council(s) for the part(s) of the Project where the enabling works are to be undertaken. In addition, if the EWMP includes an interrelationship with site specific plans referred to in Condition NZTA.42(b), the EWMP also requires certification by the Wellington Regional Council in relation to its statutory functions relevant to that interrelationship.

The Requiring Authority shall undertake enabling works and relevant monitoring and management in accordance with the certified EWMP.

Where enabling works are specified in a certified EWMP, the details of these works do not need to be provided for in the relevant management plans required by Conditions NZTA.6, NZTA.21 or NZTA.57.

NZTA.89 (H9,The Requiring Authority may amend a certified EWMP by submitting the amendment(s) to the EWMP to the relevant Council(s) for certification. Conditions NZTA.84 to NZTA.88 shall apply, as relevant, to the amendment(s) to the EWMP. No amendments to the EWMP may take effect until certified by the relevant Council(s).  
H10) *Added via s181(3); Granted on 11/09/2014*

## **Appendix AA: Grenada Village Substation (Wellington Electricity Lines Limited – C4): Conditions**

### **General**

1. The works to give effect to the designation of the Grenada Substation shall be generally in accordance with the information submitted by Wellington Electricity Lines Ltd in support of the Notice of Requirement, and subject to any amendments required by the conditions that follow.
2. The requiring authority shall notify the Wellington City Council's Compliance Monitoring Officer in writing two weeks prior to the commencement of activities associated with this designation.

### **Archaeological**

3. If during site works any urupa, traditional sites, taonga (significant artefacts), koiwi (human remains), or other archaeological sites are exposed, the following procedures shall apply:
  - All site works in the immediate vicinity shall cease immediately;
  - The site supervisor shall immediately secure the area in a way that ensures that any artefacts or remains are not further disturbed;
  - If any finds of organic material are uncovered from waterlogged or impervious mud or clays, these shall be kept wet to prevent aerobic degradation until appropriate actions, such as conservation treatment, is determined, and
  - The site supervisor shall notify local iwi, the New Zealand Historic Places Trust, the Department of Conservation, the Wellington City Council, and in the case of human remains, the New Zealand Police, that an archaeological or traditional site has been exposed, so that appropriate action can be taken. This includes such persons being given reasonable time as determined by the Wellington City Council to record and recover archaeological features discovered, before work may recommence on the site.

### **Construction Works**

4. Sediment control measures shall be installed around earthworks activities (including temporary stockpiles) to prevent discharge and run off.
5. Within two weeks of earthworks being completed, areas of the site that are not forming the sealed or metalled yard or access to the site shall be planted, re-grassed or otherwise stabilised where earth has been disturbed.

### **All Construction Activities**

6. Prior to construction commencing a Construction Traffic Management Plan is to be submitted to the Wellington City

Council's Compliance Monitoring Officer (in liaison with the Council's Transport Planner) for approval.

- 7 All works must subsequently proceed in accordance with the Construction Traffic Management Plan approved under Condition 7.

#### Noise

- 8 Except as provided for by conditions 9, 10 and 11 below, the substation site shall be designed and used to ensure the noise levels do not exceed the following limits when measured at the site boundary:
- Monday to Saturday 7.00am to 10.00pm 45dBA LAeq (15 min)
  - All other times 40dBA L Aeq (15 min)
  - All days 10.00pm to 7.00am 65dBA (Lmax)

Noise from the substation operation shall be measured in accordance with the requirements of NZS 6801:2008 'Measurement of Environmental Sound'. Noise from the substation operation shall be assessed in accordance with the requirements of NZS 6802: 2008 'Environmental Noise'.

- 9 Noise from temporary construction and maintenance activities shall not exceed the limits recommended in, and shall be measured and assessed in accordance with, the requirements of NZS 6803:1999 'Acoustics - Construction Noise'.
- 10 Within one month of the commissioning of the substation, the noise levels at the site boundary shall be measured by a qualified and experience Acoustic Engineer to determine compliance with Condition 8 above. The results and accompanying assessment by the Acoustic Engineer shall be forwarded to the Council's Compliance Monitoring Officer within three months of the measurements being completed.
- 11 If the noise levels undertaken in accordance with condition 9 do not comply with the standards specified in condition 8, Wellington Electricity shall carry out necessary noise attenuation measures within 2 months and repeat the noise level measurements as required by condition 8 within 1 month of the noise attenuation measures being in place. The results shall be forwarded to the Environmental Services Manager of the Wellington City Council within two months of the measurements being completed.

#### Stormwater

- 12 A Stormwater Management Plan shall be submitted to the Wellington City Council's Compliance Monitoring Officer for approval prior to the construction works being commenced on site. The plan shall include the following:
- A site plan showing all proposed drainage works in relation to the substation and site infrastructure;
  - Drainage works allowing land drainage from the site to the discharge point; and
  - Design plans for these works need to include diameters, length and gradients of any pipes, flumes, and culverts; collection and disposal point details calculations to support the sizes selected (calculations should be on the total catchment area which may include areas outside the property boundaries); consideration to be given to reasonable proof, paved and land drainage areas.

#### Hazardous Substances

- 13 The substation shall be operated in accordance with Wellington Electricity Zone Substation Oil Containment Guideline (document No ENG 005, Issue: 28/05/2012).
- 14 Prior to construction, a Transformer Bund Design Plan, shall be submitted to the Council's Compliance Monitoring Officer (in liaison with the Council's Environmental Technical Officer) for approval. The Transformer Bund Design Plan shall include, but not be limited to, the following:
- A plan showing the location of the drainage system on site, including the bund, sump and the pipe work for drainage to the discharge point; and
  - A selection of spill containment volumes based on the quantity of oil in the transformers.
- 15 The bund must subsequently be installed in accordance with the Transformer Bund Design Plan approved by condition 14 above.

#### Electric and Magnetic Fields

- 16 Exposures to extremely low frequency electric and magnetic fields at the boundary of the site and at all publicly accessible areas within the site, shall comply with the guidelines recommended by the International Commission on Non-Ionising Radiation Protection.

- 17 Within two months of commissioning the substation, a report from a suitably qualified person must be submitted to the Council's Compliance Monitoring Officer confirming that condition 16 above, is capable of being met.

#### Signs

- 18 Any signage erected at the site shall comply with the signage provisions of the Wellington City District Plan for the Residential Area.

#### Site Access

- 19 Site access shall be provided and maintained in accordance with section 3 of the joint Australian and New Zealand Standard 2890.1 – 2004, Parking Facilities, Part 1: Off-Street Car Parking and the permitted activity standards of the District Plan for the Outer Residential Area in relation to Site Access and Vehicle Parking.
- 20 The width of any vehicle crossing to the site must not exceed 6 metres.

#### Lighting

- 21 Direct or indirect illumination from any lighting source within the site shall not exceed 10 lux at the windows of any residential buildings within the Residential Area.

#### Landscaping, Fencing and Surfacing

- 22 Prior to construction commencing, the requiring authority must submit to, and have approved by, the Council's Compliance Monitoring Officer (in liaison with the Council's Urban Designer and Landscape Advisor) a final Landscaping, Fencing and Surfacing Plan (LFSP). This LFSP shall be designed to:
- detail the surface treatments over the entire site;
  - minimise the extent of hard surfacing where it does not unreasonably constrain operational requirements of the substation;
  - ensure that the site presents an aesthetically pleasing street edge which incorporates appropriate fencing and landscaping for its residential context;
  - ensure that utilitarian elements such as blank concrete walls, security fences and gates are minimised or appropriately mitigated (through material choice and additional landscaping);
  - include details of the proposed fencing along the street frontage, including fence height, selected materials and location;
  - ensure that landscape treatment should respond to all aspects of its context;
  - give due consideration to the appearance of the substation from the reservoir accessway; and
  - include a Landscape Plan that shows a scale; the individual location and species (with both scientific and common names); and PB size of proposed plants. Plant species must be locally sourced from the Wellington area.
- 23 The final LFSP, approved under condition 20 above, must be completed by the consent holder within 4 months of completion of construction of the substation or any extended period as agreed in writing by the Council's Compliance Monitoring Officer considering growing conditions. The plantings must be monitored for 18 months from time of planting in order to allow for plant establishment to the satisfaction of the Council's Compliance Monitoring Officer. This includes the removal of weeds within the vicinity of the plantings and the replacement of plants that die or are removed unlawfully within this period in the same location, with the same species and sized plants. Any plants that fail must be replaced at the expense of the consent holder. All plantings must continue to be maintained by the consent holder thereafter.

#### Buildings and Structures

- 24 Despite its non-residential nature, all future buildings and structures must comply with all permitted activity conditions/standards of the District Plan that relate to residential buildings and structures within the Outer Residential Area.

#### Monitoring

- 25 The requiring authority must pay to the Council the actual and reasonable costs associated with the monitoring of conditions, or supervision of the works as set in accordance with section 36 of the Act.
- Note: These costs\* may include site visits, correspondence and other activities, the actual costs of materials or services, including the costs of consultants or other reports or investigations which may have to be obtained.

\* Please refer to the current schedule of Resource Management Fees for guidance on the current administration charge and hourly rate chargeable for Council officers.

#### Advice Note

Wellington Electricity shall be responsible for ensuring that all appropriate authorisations under the Building Act, Resource Management Act and other relevant legislation, are obtained prior to works commencing on site.

## Appendix AB: Prince of Wales/Omāroro Reservoir (Wellington City Council - 135): Designation Conditions

### Definitions, abbreviations, acronyms and terms

Term	Definition
AEE	Assessment of Environmental Effects for the Prince of Wales / Omāroro Reservoir Project
CMP	Construction Management Plan
CLG	Community Liaison Group
CLP	Community Liaison Person
CMO	Wellington City Council's Compliance Monitoring Officer
CNVMP	Construction Noise and Vibration Management Plan
CRG	Community Reference Group
CTMP	Construction Traffic Management Plan
Commencement of construction	The time when the Works that are the subject of this designation (including any enabling works) start
Completion of construction	Completion of reservoir earthworks, restoration of the reservoir site and sports fields, and completion of planting (not including any further planting that may be required as part of the maintenance and monitoring period)
EMP	Earthworks Management Plan
Enabling works	Works that may be carried out in advance of bulk earthworks that include site establishment, vegetation clearance, fencing, and installation of accesses and erosion and sediment control measures.
Geotechnical Professional	A Chartered Professional Engineer (CPEng) with specialist geotechnical skills and experience in the design and construction of excavation and retaining works on steep slopes similar to those proposed and in similar ground conditions
GWRC	Greater Wellington Regional Council, including any officer of Greater Wellington Regional Council
LEMP	Landscape and Ecology Management Plan
Outline Plan	An Outline Plan prepared in accordance with section 176A of the Resource Management Act 1991
PFMP	Playing Fields Management Plan
Project	The design, construction, maintenance, and operation of the Omāroro Reservoir as in the AEE and these designation conditions
SSTMP	Site specific traffic management plan
WCC	Wellington City Council
Work or Works	The construction, maintenance, or operation of the Project, including where relevant any stage or part thereof
Working day	Has the same meaning as under Section 2 of the Resource Management Act 1991

### Designation Conditions

No.	Designation conditions
	<b>General conditions and administration</b>
DC.1	a) Except as modified by the conditions below, and subject to final design and Outline Plan(s), the Project shall be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement and supporting documents being:

	<p>i) AEE Report, dated 15 September 2017  ii) Notice of Requirement Update, dated 29 January 2018  iii) AEE Report (alteration), dated 24 April 2020</p> <p>b) Where there is conflict between the documents listed above and these designation conditions, these conditions shall prevail.</p> <p><i>NOTE: The conditions of this designation have been specifically prepared to manage the construction of the project. With the exception of DC.1</i>  a) all conditions will expire, and may be removed from this designation in accordance with s182 of the RMA, upon completion of the Works.</p>
DC.2	<p>As soon as reasonably practicable following the completion of construction of the Project, the Requiring Authority shall:</p> <p>a) Review 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 Project or for ongoing mitigation measures  c) Give notice to WCC in accordance with section 182 of the RMA seeking the removal of those parts of the designation identified in DC.2 b) above</p>
DC.3	<p>The designation shall lapse if not given effect to within 10 years from the date on which it is included in the District Plan under section 175 of the RMA</p>
DC.4	<p>The Requiring Authority shall submit to the Council's Compliance Monitoring Officer (CMO) at least 2 months prior to commencement of construction, a detailed programme outlining:</p> <p>a) The proposed staging of the works  b) The anticipated submission dates of the management plans and outline plans required by these conditions</p>
DC.5	<p>Prior to commencing any construction works, the Requiring Authority shall arrange and conduct a pre-construction site meeting with the contractor (at a minimum the Project Manager and Site Manager) undertaking the works and invite, with a minimum of 10 working days' notice, WCC's CMO and any other key WCC representatives determined by the CMO.</p> <p><i>Note: In the case that any of the invited parties, other than the representative of the Requiring Authority and the contractor, do not attend this meeting, the Requiring Authority will have complied with this condition, provided the invitation requirement is met.</i></p>
DC.6	<p>An Outline Plan/s shall be submitted to the Territorial Authority for each stage of works, unless a waiver for this requirement is provided in writing by the WCC Resource Consents Team.</p>

No.	Designation conditions
	<b>Community liaison</b>
DC.7	<p>Prior to commencement of construction, the Requiring Authority shall appoint an appropriately qualified Community Liaison Person (CLP) in accordance with the following provisions:</p> <p>a) The CLP shall be appointed in consultation with the CMO (the CMO may consult with other parties within Wellington City Council as appropriate).  b) Notwithstanding conditions DC7(c) and (d), the CLP shall be responsible for proactively engaging with stakeholders and the community throughout the construction phase of the reservoir, including by arranging a community BBQ with residents, Project staff and contractors prior to the commencement of construction.  c) Where a Community Reference Group (CRG) for the Prince of Wales/Omāroro reservoir project is established under the Wellington Town Belt Act, the CLP shall:  (i) attend CRG meetings, and  (ii) be responsible for presenting draft management plans to the CRG for feedback, prior to submission to the CMO  (iii) be responsible for working with the CRG to identify opportunities for the Project to create education opportunities associated with the project.  d) Contact details of the CLP shall be made readily available to the CMO, other stakeholders and the community surrounding the subject site.  e) The CLP shall be engaged until the completion of construction.</p> <p><i>Note: For the avoidance of doubt the CLP shall be an individual person and the Requiring Authority shall be responsible for meeting all costs associated with this role.</i></p>
	<b>Community Liaison Group</b>
DC.8	<p><b>Community Liaison Group Formation</b>  a) In the event that a CRG for the Prince of Wales/Omāroro reservoir project is not established under the Wellington Town Belt Act, or that it is disestablished prior to completion of construction, the Requiring Authority shall be responsible for the establishment and coordination of an alternative Community Liaison Group (CLG) and shall</p>

appoint an independent chairperson for the CLG in consultation with the CMO.

b) Where a CRG has not been established, a CLG shall be formed prior to the lodgement of any management plan/s or any outline plan/s.

c) Where a CRG was formed but has been disestablished, invitations to establish a CLG shall be sent to prospective CLG members within 1 month, and an establishment meeting held as soon as reasonably practicable.

#### **Community Liaison Group Membership**

d) Where a CLG is required the CLG shall include as a minimum the following parties:

- (i) A representative from WCC's Compliance Monitoring Team
- (ii) A representative from WCC's Parks, Sports and Recreation Group
- (iii) The CLP
- (iv) The Requiring Authority's Project Manager
- (v) The Construction/Site Manager
- (vi) A representative from Mobilise Mount Cook
- (vii) A representative for Rolleston Street residents
- (viii) A single representative for residents for the Hargreaves Street, Westland Road, Salisbury Terrace, Salisbury Avenue and Wright Street areas, and
- (ix) A single representative for residents above the project site for the Asquith Terrace and Dorking Road areas.

e) Where a CLG is required the Requiring Authority shall also invite representatives from the following parties to join the membership of the CLG:

- (i) A Greater Wellington Regional Council Compliance representative
- (ii) Port Nicholson Block Trust
- (iii) Te Rūnanga o Toa Rangātira Inc.
- (iv) A representative from the users of the Scottish Harriers Building
- (v) A representative from the Friends of the Town Belt
- (vi) A representative for the local business community
- (vii) In consultation with WCC's PSR group a representative for sports field users.
- (viii) A representative from the Papawai Reserve Group.

#### **Community Liaison Group Purpose**

f) Where a CLG is required the purpose of the CLG will be as follows:

- (i) To provide a forum for community and stakeholder involvement through which any issues of community interest or concern can be raised and responded to in relation to the construction of the reservoir.
- (ii) To provide a forum for the Requiring Authority to inform the CLG and its members about progress with management plans and to provide an opportunity for feedback on any draft management plan or outline plan prior to submission to the CMO or WCC.
- (iii) To consider issues relating to compliance with designation conditions, including management plans and outline plans.
- (iv) To consider education opportunities associated with the project.

#### **Community Liaison Group Meetings**

g) Where a CLG is required the CLG meetings shall be held at times and locations that maximise representation and attendance.

#### **Community Liaison Group Costs**

h) The Requiring Authority shall be responsible for any direct costs in running the CLG and CLG meetings.

#### **Community Liaison Group Attendance**

i) Where a CLG is required the Requiring Authority shall not be in breach of conditions DC.8a)-g) and j), if any one or more of the CLG parties either do not wish to be members of the CLG or do not attend particular meetings.

#### **Community Liaison Group Terms of Reference**

j) Where a CLG is required the CLG shall formulate its terms of reference that will include:

- (i) Defined roles and responsibilities of its members to achieve the purpose of the CLG
- (ii) Procedural matters for the running and recording of any meetings including recommendations from the CLG to the Requiring Authority relating to draft management plan/s and outline plan/s
- (iii) Determining the frequency of meetings.

#### **Community Liaison Group Dis-establishment**

k) Where a CLG is required the CLG shall be dis-established following the completion of construction and the expiry of any related defect liability and landscape/planting maintenance period associated with the Project.

#### **Complaints**

DC.9	<p>a) At all times during the Works, the Requiring Authority shall maintain a permanent register of any complaints received alleging adverse effects from, or related to, the Works. As far as practicable the register shall include:</p> <ul style="list-style-type: none"> <li>i) The name and address (where this has been provided) of the complainant</li> <li>ii) The nature of the complaint</li> <li>iii) Location, date and time of the complaint and also of the alleged event</li> </ul>
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	<ul style="list-style-type: none"> <li>iv) Weather conditions at the time of the event and including wind direction and approximate wind strength if the complaint relates to air quality or noise</li> <li>v) The outcome of the Requiring Authority's investigation into the complaint</li> <li>vi) Measures taken to respond to the complaint</li> <li>vii) Any other activities in the area, unrelated to the construction, which may have contributed to the complaint (such as non-Project construction, fires, traffic accidents or unusually dusty conditions generally)</li> </ul> <p>b) The Requiring Authority shall:</p> <ul style="list-style-type: none"> <li>i) Acknowledge the complaint within 2 Working Days</li> <li>ii) Promptly investigate, identify the urgency associated with the complaint and communicate that to the complainant</li> <li>iii) Take reasonable steps to remedy or mitigate the matters giving rise to the complaint if there are reasonable grounds for the complaint within 10 Working Days of receiving the complaint or such sooner time as may be reasonably necessary in the circumstances</li> <li>iv) Maintain a record of its responses and any remedial actions undertaken</li> <li>v) This record shall be maintained on site and shall be made available to the CMO and GWRC upon request</li> </ul>
DC.10	The complaints process outlined in condition DC.9 shall continue until the completion of construction. Any complaints received after this period shall be managed by the Requiring Authority in accordance with its standard complaints procedures

No.	Designation Conditions
	<b>Management Plans</b>
DC.11	<p>a) The following Management Plans shall be submitted to the CMO for certification either at the same time or post-acceptance of outline plans associated with the construction of the Omāroro Reservoir:</p> <ul style="list-style-type: none"> <li>i) Construction Management Plan (CMP)</li> <li>ii) Earthworks Management Plan (EMP)</li> <li>iii) Construction Traffic Management Plan (CTMP)</li> <li>iv) Site Specific Traffic Management Plan (SSTMP)</li> <li>v) Construction Noise and Vibration Management Plan (CNVMP)</li> <li>vi) Landscape and Ecology Management Plan (LEMP)</li> <li>vii) Playing Fields Management Plan (PFMP)</li> </ul> <p>b) Works must not commence until certification of the management plans is received in writing</p> <p>c) All construction of the Project shall be carried out in accordance with the certified management plans required by these conditions</p> <p>d) The management plans provide the overarching principles, methodologies, and procedures for managing the effects of the Works to achieve the environmental outcomes and performance standards required by these conditions</p> <p>e) The management plans apply to the entire Project (including where it is constructed in Stages) and, for some matters, are sufficient to address construction management without the need for more specific plans. For other matters, there is a need for site-specific plans to provide the necessary level of detail to address requirements within each of the Stages</p> <p>f) The management plans shall be in general accordance with any draft management plan included as part of the AEE</p> <p>g) A copy of the certified management plans shall be made publicly accessible on the Requiring Authority's website</p> <p>h) During the construction period, a copy of all certified management plans shall be kept on site at all times, and be made available to the CMO upon request.</p> <p><i>Advice Note:</i>  <i>Certification of the management plans shall be on the basis that they are consistent with the conditions of the designation.</i>  <i>The CMO will consult with relevant Council staff/consultants in determining the appropriateness of the management plans, and in order to provide any comments back to the Requiring Authority.</i></p>
DC.12	The Requiring Authority shall submit draft copies of all management plans (as required by condition DC.11) to the CMO for comment at least 20 Working Days prior to the management plans being lodged for certification. If an Outline Plan has not been submitted prior to this occurring, or an outline plan waiver granted, a draft Outline Plan shall also be provided.
DC.13	The management plans are not required to include all details for every stage of Work at the time the plan is submitted for certification to the CMO. If further details are to be provided for later Stages of Work, the management plan shall specify which Stages require further certification at a later date. Further details shall be submitted to the CMO for certification prior to construction commencing in the relevant Stage (and work on each stage shall not commence until the relevant management plans are certified).
DC.14	The Requiring Authority may request amendments to any of the management plans required by these conditions by submitting the amendments in writing to the CMO for certification at least 10 Working Days prior to any changes taking effect. Any changes to management plans shall remain consistent with the overall intent of the management plan and relevant conditions and achieve the outcomes required by these conditions. The changes sought shall not be

	implemented until the consent holder has received the CMO written certification for the relevant management plan(s).
DC.15	Where any condition requires that a management plan or other plan be certified, if the Plan has not been certified within 3 months of lodgement, or with the agreement of the CMO, the Requiring Authority may elect as an alternative to submit the management plan to WCC Resource Consents Team as an Outline Plan in accordance with section 176A of the RMA, and compliance with section 176A shall be deemed to satisfy the certification requirement.

No.	Designation conditions
	<b>Construction Management Plan</b>
DC.16	<p>a) At least 15 Working Days prior to Commencement of Construction the Requiring Authority shall submit a CMP to the CMO for certification</p> <p>b) The CMP shall address the matters in condition DC.17</p>
DC.17	<p>The CMP shall include details of:</p> <p>a) Construction methodologies and construction timeframes, including staging</p> <p>b) Normal working hours, shall be:</p> <p style="padding-left: 20px;">i) For on-site construction activities: 7:30am to 6.00pm Monday to Saturday (excluding public holidays)</p> <p style="padding-left: 20px;">ii) For earthworks related heavy vehicle movements on public roads: 9:00am -6:00pm Monday to Friday (excluding public holidays)</p> <p style="padding-left: 20px;">iii) For all non-earthwork related heavy vehicle movements on public roads: 9:00am -6:00pm Monday to Friday (excluding public holidays)</p> <p>c) An exemption process for approval by the CMO, for any construction work and specialised heavy vehicle movements that cannot be undertaken during normal working hours.</p> <p>d) Staff and contractors' responsibilities</p> <p>e) Public safety</p> <p>f) Training requirements for employees, sub-contractors and visitors</p> <p>g) Environmental incident and emergency management</p> <p>h) Communication and interface procedures</p> <p>i) Complaints management (in accordance with condition DC.9)</p> <p>j) Compliance monitoring</p> <p>k) Environmental reporting</p> <p>l) Corrective action</p> <p>m) Site inspection and environmental auditing procedures</p> <p>n) Contact details for the person in charge of the works</p> <p>o) Contact details for the CLP</p>

No.	Designation Conditions
	<b>Earthworks Management</b>
DC.18	<p>a) At least 15 Working Days prior to Commencement of Construction the Requiring Authority shall submit an Earthworks Management Plan (EMP) to the CMO for certification</p> <p>b) The EMP shall address the matters in condition DC.19</p>
DC.19	<p>The EMP must include (but not be limited to) the following matters:</p> <p>a) An illustrated plan that records the key features of the EMP</p> <p>b) A description of measures to be used to prevent and minimise adverse effects associated with:</p> <p style="padding-left: 20px;">i) dust</p> <p style="padding-left: 40px;">ii) sediment that may track onto the road network</p> <p style="padding-left: 40px;">iii) sediment that may enter the stormwater system (including Papawai Stream and the Waitangi Tributary), including secondary sediment and erosion protection measures that will be provided.</p> <p>c) The methodology to minimise the surface area of un-stabilised earthworks, including stockpiles. The purpose is to decrease the potential for erosion related dust and sediment generation.</p> <p>d) Measures to ensure temporary and permanent excavations, fill areas, and stockpiles remain stable.</p> <p>e) Evidence shall be provided with the EMP demonstrating that measures in condition DC.19 d) have been peer reviewed by a Geotechnical Professional, from a second geotechnical consultancy, and confirming that they are in accordance with current industry best practice and the geotechnical assessment specified in condition DC.20.</p> <p>f) A minimum 10m setback from stockpiles to the northern and eastern boundary of the upper field and the eastern boundary of the lower field unless otherwise recommended in the peer reviewed geotechnical report required by condition DC.20</p> <p>g) Measures to minimise the visual effect of stockpiles through hydro-seeding or other methods where the stockpile will be undisturbed for a period of longer than 2 months</p> <p>h) Nomination of a site person responsible for the implementation of the EMP.</p> <p><i>Note: Condition 19 (b)(iii) is intended to be given effect to through an Erosion and Sediment control plan that is required as a condition of</i></p>

	<i>GWRC's consent ref WGN180065 [35008], [35009], [35010]. It is expected that the ESCP will detail primary and secondary sediment and erosion protection measures to protect the Papawai Stream and the Waitangi Stream tributary. The ESCP will form part of the EMP.</i>
DC.20	<p>a) A geotechnical assessment of the final detailed design shall be prepared by a suitably qualified Geotechnical Professional. The assessment shall review the geotechnical hazards and risks associated with:</p> <ul style="list-style-type: none"> <li>i) Stability of existing banks or retaining walls located below the playing fields</li> <li>ii) Stability of the roadway between the playing fields</li> <li>iii) Differential settlement and potential associated erosion of the proposed fill</li> <li>iv) Stability of proposed fill covering the reservoir and existing slopes to the south east and north of the reservoir</li> <li>v) The conceptual design for the tunnel excavation and access stability</li> </ul> <p>b) The geotechnical report shall be peer reviewed by a Geotechnical Professional from a second geotechnical consultancy, to ensure that the methodology is in accordance with current industry best practice.</p> <p>c) The Requiring Authority shall either implement any recommendations in the peer review, or where any recommendations are not implemented, the Requiring Authority shall explain the reasons why – including the engineering rationale.</p> <p>d) The geotechnical report and the results of the peer review, including any Requiring Authority explanation for not implementing recommendations of the peer review, shall be provided to the CMO at least 15 working days prior to commencement of construction.</p> <p>e) Should building consent be required, a copy of the producer statement 'PS4 – Construction Review' for the Dorking St retaining wall and its accompanying documents for structures/buildings required for the stabilisation of earthworks and, prepared for the associated building consent process, must be provided to the Council's Compliance Monitoring Officer within one month of the structures/buildings being completed.</p>
DC.21	<p>By 6pm every working day earthwork stockpiles shall not exceed the following height limits, measured from the base of each stockpile:</p> <ul style="list-style-type: none"> <li>a) Upper Playing field- 5.5m in height</li> <li>b) Lower Playing field - 7m in height.</li> </ul>

No.	Designation Conditions
	<b>Construction Traffic Management Plan</b>
DC.22	<p>a) At least 15 Working Days prior to Commencement of Construction the Requiring Authority shall submit a CTMP to the CMO for certification</p> <p>b) The CTMP shall address the matters in condition DC.23</p> <p>c) The CTMP shall be prepared in accordance with the version of the New Zealand Transport Agency Code of Practice for Temporary Traffic Management (COPTTM) that applies at the time the CTMP is prepared (where there is a change in the normal operating condition of a road). 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 Council's Road Asset Manager</p> <p>d) Construction shall not commence until the Requiring Authority has received the Manager's written certification of the CTMP</p>
DC.23	<p>The CTMP shall confirm the procedures, requirements and standards necessary for managing the traffic effects during the Work so that safe, adequate, and convenient routes for local movements by all transport modes are maintained throughout the construction of the Project. In particular, the CTMP should include methods to:</p> <ul style="list-style-type: none"> <li>a) Minimise the disruption to users of local travel routes</li> <li>b) Minimise the disruption to local residents' parking, including methods to minimise interference between heavy vehicles and cars using the P10 parking outside the dairy on Wallace Street</li> <li>c) Maintain a safe passage for all travel routes, including road and footpath users affected by the Work In particular, the CTMP shall describe: <ul style="list-style-type: none"> <li>i) Access to the site for heavy vehicles and contractors' vehicles</li> <li>ii) Details of the 8 temporary car parks for residents on the upper playing field. The Requiring Authority must aim to provide more than 8 car parks where space allows.</li> <li>iii) Access restrictions for bulk earth import and export from the site</li> <li>iv) Mechanisms to coordinate heavy vehicle movements to minimise instances where two construction vehicles meet at the Rolleston Street – Wallace Street Intersection</li> </ul> </li> </ul>
DC.24	<p>a) Prior to construction commencing the Requiring Authority shall carry out a preconstruction survey of Rolleston Street</p> <p>b) Prior to construction commencing, the Requiring Authority shall agree in writing with the CMO (who shall consult with the WCC Road Asset Manager) the nature, extent, frequency and any reporting requirements related to the inspections referred to in condition DC.24 c)</p> <p>c) The Requiring Authority shall carry out inspections of Rolleston Street, the Rolleston/Wallace Street intersection, and Salisbury Terrace to ensure that any potholes and other damage resulting from construction of the Works are identified and fixed as soon as practicable. These inspections will be carried out at the following frequency, unless otherwise agreed in writing by the CMO (who shall consult with the WCC Road Asset Manager):</p> <ul style="list-style-type: none"> <li>i) Fortnightly during the earthwork excavation period</li> <li>ii) Every two months during the remainder of the construction period, through to the completion of any</li> </ul>

	<p>project defects and liability period.</p> <p>d) The Requiring Authority shall repair pot holes and other damage resulting from the Project to Rolleston Street within 7 days of them being notified to the CLP or CMO. This timeframe may be extended if agreed in writing by the CMO.</p> <p>e) Unless otherwise agreed in writing by the CMO (who shall consult with the WCC Road Asset Manager), within 1 month of the completion of construction, the Requiring Authority shall organise with the CMO and Road Asset Manager a joint inspection of Rolleston Street to determine remedial/repaving works required to reinstate the road surface.</p> <p>f) Any identified remedial works, including repaving, shall be completed within 6 months of the completion of construction, unless otherwise agreed in writing with the WCC Road Asset Manager. The Requiring Authority shall meet all fair and reasonable costs of undertaking this work.</p>
DC.25	The Requiring Authority shall ensure that any on street parking removed or relocated during construction of the Project is reinstated within 1 month of completion of construction.

No.	Designation Conditions
	<b>Site Specific Traffic Management Plans</b>
DC.26	<p>a) The Requiring Authority shall submit SSTMPs to the CMO for certification at least 5 Working Days prior to commencement of the relevant traffic management Works</p> <p>b) The SSTMPs shall address the matters in condition DC. 27</p> <p>c) Traffic management shall not be implemented until the Requiring Authority has received the CMO written certification of the SSTMP</p>
DC.27	<p>SSTMPs shall describe the measures that will be undertaken to manage the traffic effects associated with construction of specific Stages of the Project prior to construction of the relevant Stage(s) of the Project commencing. Each SSTMP must be consistent with, and be implemented in accordance with, the CTMP. In particular, SSTMPs shall describe, where appropriate:</p> <p>a) Temporary traffic management measures required to manage impacts on road users during proposed working hours</p> <p>b) Measures to maintain existing vehicle access to adjacent properties</p> <p>c) Measures to maintain safe and clearly identified pedestrian and cyclist access on roads and footpaths adjacent to the Works</p> <p>d) Any proposed temporary changes in speed limits</p> <p>e) Provision for safe and efficient access of vehicles to and from the construction site</p>

No.	Designation Conditions
	<b>Construction Noise and Vibration Management Plan</b>
DC.28	<p>a) At least 15 Working Days prior to Commencement of Construction the Requiring Authority shall submit a CNVMP to the CMO for certification</p> <p>b) The CNVMP shall address the matters in conditions DC.29-31</p> <p>c) The CNVMP shall be prepared in accordance with the requirements of Annexe E to NZS 6803:1999 'Acoustics – Construction Noise'</p> <p>d) Construction shall not commence until the Requiring Authority has received the CMO's written certification of the CNVMP</p> <p>e) The CNVMP must be prepared by (or certified by) a suitably qualified acoustic specialist</p> <p>f) The CNVMP must be modified at the reasonable request of the CMO to deal with any deficiencies in its operations</p>
DC.29	<p>The purpose of the CNVMP shall be to provide methods to manage noise/vibration appropriately for the variety of circumstances within the Project area by outlining the measures, procedures and standards for mitigating the effects of noise and vibration during construction of the Project so they will meet:</p> <p>a) The noise criteria set out in condition DC. 31, where practicable. Where it is not practicable to achieve those criteria, alternative strategies should be described to achieve the best practicable option to minimise the effects of construction noise on neighbours</p> <p>b) The vibration criteria set out in Table 3 of DIN 4150-3: 1999, where practicable. Where it is not practicable to achieve those criteria, a suitably qualified expert shall be engaged to assess and manage construction vibration during the activity that exceed the criteria</p> <p>c) Where on-site construction works and/or heavy vehicle movements need to be undertaken outside of normal working hours (as defined in DC17) night time (8:00pm – 6:30am) work shall be avoided where practicable. Where avoidance is not practicable, the best practicable option shall be adopted to minimise or mitigate noise and vibration effects.</p> <p><i>NOTE: The intent of DC.29c) is to clarify that activities required to be undertaken outside of normal working hours (defined in DC17) should preferably occur between either 6:30am-7:30am or 6:00pm-8:00pm. Night time activities</i></p>

	<i>(8:00pm- 6:30am) should be avoided where practicable.</i>
DC.30	<p>The CNVMP shall, as a minimum, address the following:</p> <ul style="list-style-type: none"> <li>a) Description of the Works, anticipated equipment/processes and their scheduled durations</li> <li>b) Hours of operation (in accordance with condition DC.17), including times and days when activities causing noise and/or vibration would occur</li> <li>c) The construction noise and vibration criteria for the Project</li> <li>d) Identification of affected houses and other sensitive locations where noise and vibration criteria apply including a list of Noise Sensitive Receivers (as defined in NZS 6803:1999 'Acoustics – Construction Noise')</li> <li>e) Requirements for monitoring road surface condition to minimise noise and vibration from trucks travelling over potholes and uneven surfaces</li> <li>f) Requirements for building conditions surveys at locations close to activities generating significant vibration, prior to and after completion of construction and processes for repair of any damage caused by the Work</li> <li>g) Mitigation options including alternative strategies where full compliance with the relevant noise and/or vibration criteria cannot be achieved</li> <li>h) Methods and frequency for monitoring and reporting on construction noise and vibration</li> <li>i) Operator training procedures and expected behaviours under the CMP as required by condition DC.17</li> <li>j) Consultation and notification procedures</li> <li>k) Specify an exemption process for approval by the CMO for any construction work that cannot be undertaken during approved working hours.</li> </ul>

DC.31	Construction noise shall be measured and assessed in accordance with NZS 6803:1999 'Acoustics – Construction Noise'. The construction noise shall where practicable comply with the following criteria for the purposes of the CNVMP:				
	Time of week	Time period	dB LAeq(15 min)	dB LAFmax	
	Weekdays	0630-0730	55	75	
		0730-1800	70	85	
		1800-2000	65	80	
		2000-0630	45	75	
	Saturdays	0630-0730	45	75	
		0730-1800	70	85	
		1800-2000	45	75	
		2000-0630	45	75	
	Sundays and public holidays	0630-0730	45	75	
		0730-1800	55	85	
		1800-2000	45	75	
		2000-0630	45	75	

No.	Designation Conditions
	<b>Landscape and Ecology Management</b>
DC.32	<ul style="list-style-type: none"> <li>a) At least 15 Working Days prior to Commencement of Construction or vegetation removal, the Requiring Authority shall submit a LEMP to the CMO for certification</li> <li>b) The LEMP shall be in general accordance with the Landscape Strategy and Ecological Impact Assessment provided in the AEE and address the matters in condition DC. 33</li> <li>c) Construction shall not commence until the Requiring Authority has received the CMO written certification of the LEMP</li> </ul> <p><i>Advice note: The LEMP may be part of a combined document including the Playing Fields Management Plan.</i></p>
DC.33	<p>The purpose of the LEMP is to outline the methods and measures to be implemented prior to the Works, during the construction phase, and for a defined period thereafter to avoid, remedy, and mitigate adverse effects of the construction and the Project on landscape amenity, use and function. The LEMP shall document the permanent mitigation measures, as well as the necessary monitoring and management required to successfully implement those measures during construction and the transition to the Operational phase of the Project.</p> <p>The LEMP shall, as a minimum, address the following:</p> <ul style="list-style-type: none"> <li>a) Final landscape strategy</li> <li>b) Confirmation of an appropriate buffer between the earthworks and waterways including confirmation of waterway location by longitudinal and cross-section survey. In the case of the Papawai Stream the buffer shall be no less than</li> </ul>

	<p>10m on the stream's west bank (hillside). In the case of the Waitangi Stream Tributary, to the west of the project site, no buffer shall be less than 5m, unless otherwise agreed by Wellington City Council CMO.</p> <p>c) How the final reservoir backfill design will support a smooth integration with adjacent topography and optimise effective revegetation conditions</p> <p>d) Details of replaced pathways through the site, which shall be designed with reference to the WCC "Short Walk Standard"</p> <p>e) Consideration of CPTED principles in relation to the pipe tunnel access door</p> <p>f) Identification of vegetation to be retained, including retention of as many as practicable significant trees and areas of regenerating indigenous vegetation</p> <p>g) Protection measures for vegetation to be retained and vegetation clearance methodology as outlined in condition DC.34, including specifying a requirement that the removal of large trees shall be undertaken by an arborist to minimise damage to adjacent vegetation.</p> <p>h) Under conditions DC.33 f) and (g) above, particular attention shall be given to minimisation of the loss of trees in the Seral Forest B and to the protection of trees in the Seral Forest B that do not need to be removed. Where any vegetation is required to be removed from Seral Forest B, the Requiring Authority shall provide the CMO with a written explanation for why the removal is needed.</p> <p>i) A methodology for the monitoring of the nest boxes required by condition DC. 34 during construction, to be prepared by a suitably qualified and experienced ornithologist</p> <p>j) A methodology for surveying lizard presence prior to vegetation clearance, and minimising effects on lizard populations as required by condition DC.35.</p> <p>k) Details of proposed mass planting and specimen tree planting including plant species, plant/grass mixes, spacing/densities, sizes (at the time of planting) and layout and planting methods. The intention is to achieve a dense canopy of complementary plant communities which will achieve a variation in plant height.</p> <p>l) Planting programme – the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within the first planting season following completion of the Project</p> <p>m) Detailed specifications relating to (but not limited to) the following:</p> <ul style="list-style-type: none"> <li>i) Weed control and clearance</li> <li>ii) Ground preparation</li> <li>iii) Mulching</li> <li>iv) Plant supply and planting, including hydro-seeding and grassing</li> <li>v) Proposed maintenance of plantings, including the replacement of unsuccessful plantings</li> <li>vi) Response maintenance for existing vegetation affected by opening of the canopy during construction (this is required to address potential windfall effects that may arise as a result of peripheral tree removal)</li> </ul> <p>n) Subject to achieving the success standards in paragraphs i), ii) and iii) below, there shall be a five year defects liability and maintenance period for all terrestrial planting but the maintenance period may be shorter if the success measures have been achieved earlier. At the end of that period, the Requiring Authority shall provide information to the CMO to demonstrate that the planting has been successful, with success defined as follows:</p> <ul style="list-style-type: none"> <li>i) In relation to mass planting, successful planting shall be defined as 80% canopy closure whereby a sustainable plant community has been established and where plants have grown to create a canopy that shades the ground and suppresses weed growth;</li> <li>ii) In relation to the planting of specimen trees, successful planting shall be defined as 100% plant survival, with 100% of trees in full leaf (if the relevant species is typically in leaf at that time of year) with the trees to have a habit of growth that is normal to the species and are to be sound, healthy and vigorous with normal and well-developed branch systems;</li> <li>iii) Success in relation to wetland and riparian planting shall be defined as nearly as practicable to the criteria in i), or ii) and in any event as agreed by expert ecologists.</li> </ul>
DC.34	<p>Prior to any vegetation clearance occurring:</p> <ul style="list-style-type: none"> <li>a. The maximum extent of clearance is to be clearly identified and confirmed by the Project Ecologist in consultation with the Project Landscape Architect and Project Construction Manager</li> <li>b. Vegetation to be retained will be clearly marked on site, with special attention given to large trees and Seral Forest B</li> <li>c. As far as practicable, vegetation clearance will occur outside the breeding season of kaka, falcon, kakariki, and morepork (1 September to 30 March)</li> <li>d. If vegetation clearance must occur during the period identified in condition DC.34 c), a survey shall be undertaken prior to clearance by a suitably qualified and experienced ornithologist to determine if a nest or nests are present. If a nest of any of the species identified in DC. 34c) is located on a tree to be felled, that tree must not be felled until the chick(s) has left the nest</li> <li>e. The Requiring Authority shall engage a suitably qualified and experienced ornithologist to provide a recommendation on the type, location and number of nest boxes that must be installed in adjacent areas of vegetation specifically for resident kaka and</li> <li>f. Nesting boxes required under DC.34 e) shall be installed under the supervision of the ornithologist prior to the commencement of any tree removal.</li> </ul> <p><i>Advice Note:</i>  <i>Evidence that the above process has been followed is to be provided to the CMO upon request. The CMO shall consult with an ecologist within the Council.</i></p>
DC.35	<ul style="list-style-type: none"> <li>a. Prior to any vegetation clearance occurring, a lizard survey is to be undertaken of the project site and surrounding area by a</li> <li>b. If any lizards are found or their presence is suspected measures must be developed to minimise the effect of the project on the lizard population, this may include lizard relocation prior to vegetation clearance, and habitat re-</li> </ul>

	creation associated with post construction site remediation and landscaping. These measures must be included in Landscape and Ecology Management Plan required under conditions DC.32 and DC.33.
DC.36	Prior to commencing construction the Requiring Authority shall remove and store the existing bench seat and plaque located on the reservoir site. Within six months of the completion of construction the bench seat and plaque shall be re-instated.
DC.37	A planting review must be undertaken by a suitably qualified and experienced landscape architect within 3 years of completion of construction of the reservoir. The review will focus on the revegetation and assess the effectiveness of plant growth, particularly on mechanically stabilised slopes. Where required, remedial works shall be undertaken to ensure that planting treatments are successful and have the potential to improve the landscape values of the site. Evidence of this review must be provided to the CMO.

No.	Designation Conditions
	<b>Playing Fields</b>
DC.38	<p>a) At least 15 Working Days prior to Commencement of Construction the Requiring Authority shall submit a Playing Field Management Plan (PFMP) to the CMO for certification</p> <p>b) The PFMP shall address the matters in condition DC.39</p> <p>c) Construction shall not commence until the Requiring Authority has received the CMO written certification of the PFMP</p> <p><i>Advice note: The PRMF may be part of a combined document including the Landscape Ecology Management Plan</i></p>
DC.39	<p>The purpose of the PFMP is to outline the methods and measures to be implemented prior to the Works, during the construction phase, and for a defined period thereafter to avoid, remedy, and mitigate adverse effects of the construction and the Project on the Upper and Lower Prince of Wales Park playing fields.</p> <p>The PFMP shall, as a minimum, address the following:</p> <p>a) Final design of the fields including levels and improved drainage (where practicable)</p> <p>b) Surface specifications</p> <p>c) Retaining works, including any retaining structure design, where necessary</p> <p>d) Permanent access for maintenance vehicles to both fields</p> <p>e) Fencing</p> <p>f) Design of the access track between the upper and lower playing fields.</p>
DC.40	<p>a) The PFMP shall be prepared in consultation with the Manager, Open Space and Recreation Planning and the Manager, Sports and Recreation Operations and Contracts.</p> <p>b) The PFMP shall demonstrate how the outcomes of the consultation have been incorporated and, where they have not, the reasons why.</p>
DC.41	<p>The Requiring Authority shall not permanently raise the upper and lower playing field as part of the Project for the expressed purpose of permanently storing surplus excavated material from the proposed reservoir site. This condition shall not affect or limit any reasonable works required as part of field reinstatement, involving field re-shaping or re-profiling, required to appropriately reinstate playing surfaces as agreed with the Manager Open Space and Recreation Planning and the Manager, Sports and Recreation Operations and Contracts.</p>
DC.42	<p>a) There shall be a 1 year defects liability period for works associated with the reinstatement of each of the upper and lower playing fields, including access tracks, retaining walls (where required), fencing and drainage. This 1 year period will commence from the date that the CMO (in consultation with the Manager, Open Space and Recreation Planning and the Manager, Sports and Recreation Operations and Contracts), confirms in writing that the reinstated field or fields, and related tracks, retaining walls, fencing and drainage are suitable for organised sports use and public activities to commence.</p> <p>b) Within the defects liability period the Requiring Authority is responsible for meeting all reasonable costs associated with ensuring the successful reinstatement of the fields.</p> <p>c) At the end of the period in DC.42 a), the Requiring Authority shall provide confirmation to the CMO that the playing field reinstatement, including any required retaining works, permanent maintenance vehicle access works (including the access track between the upper and lower field), fencing and any required defect remedial work/s has been successful. This confirmation shall involve an appropriately qualified and experienced sports turf specialist.</p> <p><i>NOTE: DC42a) includes flexibility to separately stage the reinstatement of the upper and lower playing fields. For the avoidance of doubt, where this occurs the 1 year defects liability period will vary (in terms of its start and end date) for each field.</i></p>

No.	Designation Conditions
	<b>Accidental discovery</b>
DC.43	<p>At least 15 Working Days prior to Commencement of Construction the Requiring Authority shall, in consultation with Port Nicholson Block Trust and Te Rūnanga o Toa Rangātira Inc, prepare an accidental discovery protocol and provide a copy to the CMO and GWRC for information at the time the CEMP is submitted. The protocol shall be implemented in the event of accidental discovery of cultural or archaeological artefacts or features during construction of the Project. The protocol shall include, but not be limited to:</p>

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|  | <p>a) Identification of parties to be notified in the event of an accidental discovery, who shall include, but need not be limited to Port Nicholson Block Trust, Te Rūnanga o Toa Rangātira Inc, HNZ, WCC, GWRC, and, if kōiwi are discovered, the New Zealand Police</p> <p>b) Setting out of procedures to be undertaken in the event of an accidental discovery (these shall include immediate ceasing of all construction in the vicinity of the discovery until authorised to proceed)</p> <p>c) 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 procedures if any sites or material are discovered</p> |
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No.	Designation Conditions
	<b>Dorking Road access and traffic management</b>
DC.44	<p>a) Access via Dorking Road must not be used during the construction of the Reservoir project.</p> <p>b) The Requiring Authority must give residents on Dorking Road, Coolidge Street and Asquith Terrace at least 24 hours to remove on street parked cars if an emergency occurs and two weeks' notice to carry out maintenance work.</p> <p>c) A gate must be installed permanently at the Dorking Road site entrance to avoid any vehicles using the site access.</p> <p>d) A detailed Construction Traffic Plan (CTP) must be prepared, and submitted to the Compliance Monitoring Officer for approval prior to the commencement of work on the Dorking Road access point. The CTP must include methods to avoid, remedy or mitigate adverse construction traffic effects during the development of the site. The CTP must include, but not be limited to, the following matters:</p> <ol style="list-style-type: none"> <li>i. Temporary pedestrian &amp; cyclists safety measures, including directional signage (where applicable);</li> <li>ii. Locations where construction vehicles will park and carry out loading and unloading of materials;</li> <li>iii. Locations where construction materials would be stored.</li> <li>iv. Expected frequency of vehicle movements specific to the construction phase, with details of the proposed hours and days of week. Vehicle movements into and out of the site should be reduced during peak traffic times (7-9am and 4-6pm weekdays).</li> <li>v. Methods for the public to contact the site manager for complaints. There should be a 1 m<sup>2</sup> sign facing the public footpath with the site manager's contact details.</li> </ol>

No.	Designation Conditions
	<b>Dorking Road tree protection</b>
DC.45	<p>a) Prior to any works commencing on the Dorking Road access point, a Council-approved consulting arborist (Project Arborist) must be engaged by the applicant.</p> <p>b) Construction shall be undertaken in accordance with the Tree Protection Methodology prepared by Arb Innovations Ltd (dated February 2020) including the implementation of a Tree Protection Zone (TPZ) around the Podocarpus Totara tree located on Dorking Road.</p> <p>c) On completion of work on the Dorking Road access point, the Project Arborist shall, at their discretion, sign off the work and provide a brief account of the project to the Council Arborist and Compliance Officer that documents;</p> <ul style="list-style-type: none"> <li>• Photographs showing stages of any work within the RPA</li> <li>• Effects of work on the trees</li> <li>• Remedial works required</li> </ul> <p>d) Tree Protection Zone (TPZ)</p> <ul style="list-style-type: none"> <li>• The TPZ shall be fenced as indicated in the Tree Protection Methodology prepared by Arb Innovations Ltd.</li> <li>• Any work within the TPZ is at the discretion of Project Arborist and shall be done in accordance with the Tree Protection Methodology prepared by Arb Innovations Ltd.</li> <li>• All vehicles, structures, building materials and debris associated with construction must not be stored within the Tree Protection Zone, unless prior approval from the Project Arborist or Council's Compliance Monitoring Officer (in liaison with the Council's Arboricultural Officer) has been obtained.</li> </ul> <p>e) Excavations within the TPZ</p> <ul style="list-style-type: none"> <li>• All excavations which are to take place in the TPZ shall be done so in accordance with the Tree Protection Methodology prepared by Arb Innovations Ltd and to the satisfaction of the Project Arborist.</li> </ul>

## Appendix AC: Wellington International Airport Ltd. Airport Purposes Designation (Miramar South Area): Conditions and Outline Plans

### Designation

The land to which this designation applies ("the Designated Area" or "the Site") may be used for activities for the operation of Wellington International Airport ("the Airport") including:

- Flight catering;
- Rental car storage, maintenance and grooming;



- Freight reception, storage and transfer to/from air;
- Ground Service Equipment (GSE) storage; and
- Associated carparking, signage, service infrastructure and landscaping.

For the avoidance of doubt Aircraft Operations, runways, traffic control structures, aircraft hangars, and Large Format Retail shall not be permitted within the Designated Area.

The Designated Area shall cover the area shown in Attachment 1 and is subject to the conditions set out in the Conditions section below.

**Glossary:**

**Aircraft Operations**

Means the engine runup, taxiing, take off or landing at the Airport of an aircraft, and “operate” has a corresponding meaning.

**Large Format Retail:**

Means any individual retail activity exceeding 450 square metres gross floor area.

No.	Designation Conditions
	<b>Outline Plan</b>
1.	<p>Not less than three (3) months prior to the first outline plan for the Site being submitted to the Wellington City Council (“WCC”) under condition 2, and subject to the consultation requirements set out within condition 4 and 38, the requiring authority shall prepare and submit to the WCC for certification:</p> <ol style="list-style-type: none"> <li>A Traffic Management Plan in accordance with conditions 4 – 8; and</li> <li>An Integrated Design Management Plan in accordance with conditions 37 - 42.</li> </ol> <p>Where the requiring authority seeks to rely on the provisions of the designation for any works within the Designated Area, an outline plan of any work to be constructed on the Designated Area shall be submitted to the WCC pursuant to section 176A of the Resource Management Act 1991 (“RMA”) unless the works have been otherwise approved under the RMA, or WCC waives the requirement for an outline plan.</p> <p>For any staged development of the Site, the outline plan associated with that stage shall demonstrate how the limits set out in these conditions to manage the effects of development at the Site will be achieved.</p>
2.	<p>Where the requiring authority seeks to rely on the provisions of the designation for any works within the Designated Area, an outline plan of any work to be constructed on the Designated Area shall be submitted to the WCC pursuant to section 176A of the Resource Management Act 1991 (“RMA”) unless the works have been otherwise approved under the RMA, or WCC waives the requirement for an outline plan.</p>
3.	<p>For any staged development of the Site, the outline plan associated with that stage shall demonstrate how the limits set out in these conditions to manage the effects of development at the Site will be achieved.</p>

No.	Designation Conditions
	<b>Traffic</b>
4.	<p>The Traffic Management Plan required by condition 1 shall be prepared following consultation with the owner of the service station at 362 – 368 Broadway, and shall show the general configuration of on-Site and off-Site traffic management measures to be employed to achieve the following objectives:</p> <ol style="list-style-type: none"> <li>Effectively manage traffic generated during the operation of the Site so that traffic volumes are safely accommodated within the existing road network;</li> <li>So far as is reasonably practicable, avoid congestion or traffic delays on the adjacent local roading network and manage effects on pedestrian access and cycling on this network that are caused by operations at the Site; and</li> <li>Maintain safe and convenient access to the service station located at 362 – 368 Broadway for vehicles travelling in either direction on Broadway, entering the service station from Broadway and tankers exiting the service station onto Broadway.</li> </ol> <p>The Traffic Management Plan shall describe, where appropriate:</p> <ol style="list-style-type: none"> <li>Site access arrangements on Broadway and Kauri Street which meet the requirements of condition 9;</li> <li>Provision of carparking spaces, loading and manoeuvring areas which meet the requirements of conditions 10 and 11;</li> <li>How pedestrian and cycle access to and past the Site would be accommodated;</li> <li>Any off-Site measures required, including, if necessary, an upgrade of the intersection of Kauri Street and Broadway with either a roundabout or traffic signalisation and the likely timing of any necessary upgrade;</li> <li>Consideration of other modes of transportation and pedestrian access in the design of any off-Site measures required by (g) above;</li> <li>Details about consultation undertaken with the relevant road controlling authorities to enable any off-Site</li> </ol>

	<p>measures identified in (g) and (h) above to be implemented;</p> <p>(j) Methods to provide route travel for trucks so as to avoid the need to drive along the Residential zoned parts of Miro Street, Kedah Street or Kauri Street except where there are specific circumstances where this is necessary.</p> <p>No outline plan shall be submitted by the requiring authority until such time as the WCC has certified that the Traffic Management Plan achieves the objectives set out in (a), (b) and (c) of this condition.</p> <p><i>Advice Note: all intersections and roading improvements shall be designed and constructed to WCC standards and be subject to WCC approval as road controlling authority.</i></p>
5.	Traffic Management Plan required by condition 4 may allow for staged implementation of development within the Site. If staged development is provided for then an overall plan showing the likely stages and method(s) for ensuring the objectives set out in condition 4 (a), (b) and (c) are to be met at each development stage shall be included.
6.	The requiring authority shall ensure that any outline plan submitted to WCC under condition 2 demonstrates that the works subject to it are to be developed in a manner that achieves the objectives of the Traffic Management Plan. Any outline plan shall contain detailed traffic management provisions to achieve the objectives set out in condition 4 (a), (b) and (c) and include details of buildings, signage, parking, and other built infrastructure, including any necessary roading, cycling and pedestrian infrastructure to be provided on the roading network. Any Outline plan shall be accompanied by a report from a suitably qualified and experienced traffic engineer addressing how the outline plan achieves the objectives of the Traffic Management Plan. Where works are required on the roading network the outline plan shall include details of this work and timeframes for implementing the work. These timeframes and the method for implementing any necessary work are to be agreed with the road controlling authority at least three months prior to construction.
7.	The requiring authority may amend the Traffic Management Plan provided that any amendment does not result in changing the purpose, or derogate from the purpose and the objectives of the Traffic Management Plan set out in condition 4. Any amendment shall be certified by the WCC as being consistent with the objectives set out in condition 4.
8.	If a review of the Traffic Management Plan is undertaken by the requiring authority then that review shall be undertaken in consultation with WCC.
9.	<p>Site access:</p> <p>(a) Site access is to be provided and maintained in accordance with Section 3 of <i>AS/NZ2890.1:2004</i>.</p> <p>(b) Subject to condition 9(0) below no vehicle access shall be situated closer to an intersection than the following distances: arterial and principal streets (20m), collector streets (15m), other streets (10m).</p> <p>(c) Only one vehicle access shall be permitted onto Broadway and only one onto Kauri Street. No vehicle access (aside from provision for emergency access if necessary) shall be permitted onto Miro and Kedah Streets.</p> <p>(d) The width of any vehicle crossing to the Site is not to exceed 8m.</p> <p>(e) Any access to the Site shall be designed to permit a free flow of traffic so that vehicles are not required to queue on the street.</p>
10.	<p>Carparking:</p> <p>(a) Except for rental car storage parking, all parking is to be provided and maintained in accordance with Sections 1, 2 and 5 of <i>AS/NZ2890.1:2004</i>.</p> <p>(b) Where parking is located within a building, a minimum height clearance of 2.2m is required.</p> <p>(c) The gradient for carparking circulation routes shall be not more than 1:8.</p> <p>(d) All vehicles associated with servicing activities which take place within the Site, shall be able to be accommodated wholly within the Site. This is to include visiting tradespersons and courier vehicles. Additionally, appropriate staff and visitor parking shall be able to be accommodated on Site.</p>
11.	<p>Loading:</p> <p>(a) At least one loading area shall be provided as follows:</p> <p>(i) where loading areas are located within a building, a minimum height clearance of 4.25m is required;</p> <p>(ii) for buildings serviced by lifts, all levels shall have access to a loading area by way of a lift;</p> <p>(iii) the loading area shall be located no further than 15m from a lift and there shall be level access between them; and</p> <p>(iv) turning paths shall be based on the standard for the maximum sized truck which will service the site.</p> <p>(b) For loading areas located outdoors, the minimum width shall be 3m and the minimum length 9m.</p> <p>(c) For loading areas located within a building, the minimum width shall be 4m and the minimum length 9m.</p>

No.	Designation Conditions						
	<b>Noise</b>						
12.	<p>Noise emission levels from the Site when measured on any site that includes an occupied residence in the Outer Residential Area beyond the Site shall not exceed:</p> <table> <tr> <td><i>Monday to Sunday 7am to 10pm</i></td> <td><i>55 dB LAeq(15min)</i></td> </tr> <tr> <td><i>Monday to Sunday 1am to 6am</i></td> <td><i>40 dB LAeq(15min)</i></td> </tr> <tr> <td><i>At all other times</i></td> <td><i>45 dB LAeq(15min)</i></td> </tr> </table>	<i>Monday to Sunday 7am to 10pm</i>	<i>55 dB LAeq(15min)</i>	<i>Monday to Sunday 1am to 6am</i>	<i>40 dB LAeq(15min)</i>	<i>At all other times</i>	<i>45 dB LAeq(15min)</i>
<i>Monday to Sunday 7am to 10pm</i>	<i>55 dB LAeq(15min)</i>						
<i>Monday to Sunday 1am to 6am</i>	<i>40 dB LAeq(15min)</i>						
<i>At all other times</i>	<i>45 dB LAeq(15min)</i>						

	<i>All days 10pm to 7am</i>	<i>75 dB LAFmax</i>
13.	13. Noise emission levels from the Site when measured on any in the Centre Zone shall not exceed: <i>At all times</i> <i>At all times</i>	<i>60 dB LAeq(15min)</i> <i>85 dB LAFmax</i>
14.	Noise during construction activities shall comply with the requirements of <i>NZS 6803:1999 Acoustics – Construction Noise</i> .	
15.	The first outline plan the requiring authority submits to the WCC under condition 2 shall include a Construction Noise Management Plan (CNMP) which sets out how condition 14 will be achieved.  If development of the site is to be staged, then the CNMP shall set out the required methods to manage the effects of construction noise for that stage to achieve compliance with condition 14. An outline plan of works for subsequent stages shall also include a CNMP.	
16.	As part of the landscape boundary treatment required by condition 36 a close-boarded fence (or other acoustically effective barrier) with a density of at least 10 kg/m <sup>2</sup> and a height of two metres shall be installed around the perimeter of the site excluding site access points. This shall be inspected regularly and maintained to ensure its continued acoustic effectiveness.	
17.	Subject to the limitations set out in condition 9(c) entry / egress for trucks shall not be located opposite residential activities. Trucks shall not drive along the Residential parts of Miro Street, Kedah Street or Kauri Street except where there are specific circumstances where this is necessary.	
18.	Truck engines shall not be left to idle on the Site and signage shall be placed in appropriate locations within the Site to advise drivers of this requirement. The requiring authority or its agents shall actively monitor this requirement.	
19.	Building services shall be designed such that noise levels from this source at the Site boundary are at least 10 dB lower than the limits set out in condition 12.	
20.	All warehouse doors shall be fast closing and shall remain closed at night-time unless in use.	
21.	There shall be no servicing or maintenance of equipment outdoors at night.	
22.	The first outline plan of works the requiring authority submits to the WCC under condition 2 shall include an acoustic assessment prepared by a suitably qualified person for all noise-producing activities on the Site which sets out how conditions 12 and 13 will be achieved. Activities taking place within buildings shall be assessed with doors open as applicable. If development of the Site is to be staged, then the requiring authority shall demonstrate how it will employ suitable noise attenuation which is effective for that development stage to meet the operational noise limits set out in condition 12 and 13.	

No.	Designation Conditions
	<b>Lighting</b>
23.	All direct or indirect illumination from within the Site shall be controlled such that direct or indirect illumination does not exceed 8 lux at the windows of residential buildings in any nearby Residential Area.
24.	All artificial lighting within the Site, including internal and external light sources shall comply with: <i>AS 4282:1997: Control of the Obtrusive Effects of Outdoor Lighting</i> .
25.	The lighting of publicly accessible pedestrian and vehicle movement areas shall comply with: <i>AS/NZS 1158.3.1:2005 Part 3.1 Pedestrian Area (Category P) Lighting</i> .

No.	Designation Conditions
	<b>Servicing</b>
26.	The first outline plan submitted by the requiring authority to the WCC under condition 2 shall include a design statement endorsed by a chartered professional engineer which demonstrates how stormwater, wastewater and water supply will be connected to and accommodated by the municipal system. It shall include: <ul style="list-style-type: none"> <li>(a) An analysis of the impact of the proposed development on the existing water supply, and stormwater and wastewater network capacity;</li> <li>(b) Details of any upgrades to existing infrastructure required for it to accommodate the proposed development;</li> <li>(c) Evidence of consultation with Wellington Water in respect of (a) and (b), comments received from Wellington Water on (a) and (b), and details on how any comments made by Wellington Water have been addressed; and</li> <li>(d) An analysis which demonstrates that development of the Site will be undertaken to provide adequate on-Site storage and/or detention capacity to achieve storm water neutrality for all events up to the 10% AEP event (1 in 10 year event). This design statement shall be prepared to be consistent with the Integrated Design Management Plan required by condition 37.</li> </ul>

No.	Designation Conditions
	<b>Earthworks</b>

27.	All earthworks on-Site are to be undertaken in accordance with an Erosion and Sediment Control Plan prepared in accordance with the Erosion and Sediment Control Guidelines for the Wellington Region (or equivalent).
28.	The first outline plan submitted by the requiring authority to the WCC under condition 2 shall include an Erosion and Sediment Control Plan which sets out how condition 27 will be achieved.

No.	Designation Conditions
	<b>Landscape and Visual</b>
29.	No new building shall be closer than 5 metres from the Site boundary.
30.	The maximum site coverage by buildings is 35%.
31.	No building shall have a wall height greater than 8 metres from existing ground level.
32.	No building located within Area A as shown in Attachment 2 may have a roof height greater than 9 metres from existing ground level.
33.	No building located within Area B as shown in Attachment 2 may have a roof height greater than 10 metres from existing ground level.
34.	No building shall have continuous walls longer than 10 metres without a step in the profile of the wall of at least one metre in depth, or via the use of another architectural device or change in materials or colour.
35.	Any sign which is erected on the Site and which is visible from the road reserve or immediately adjacent land: <ul style="list-style-type: none"> <li>(a) shall not contain moving images, moving text or moving lights; and</li> <li>(b) shall not be for the purpose of third party advertising.</li> </ul>
36.	Boundary screen planting required to screen the acoustic fence necessary to meet the requirements of condition 16 shall grow to a height not less than 2 metres at maturity. The planting shall be undertaken within 3 months of the construction of the acoustic fence.
37.	<p>The Integrated Design Management Plan required by Condition 1 shall show the general configuration of buildings and structures to be erected on the Site, access, roading and parking layouts consistent with the TMP required by condition 1, measures for providing storm water attenuation, signage and areas of landscaping on the Site. No outline plan shall be submitted by the requiring authority under condition 2 until such time as the WCC has certified that the Integrated Design Management Plan achieves the following objectives:</p> <p>(a) <u>Landscaping</u> Landscaping within the Site achieves a high level of offsite amenity and ensures that any adverse effects on neighbouring land arising from the development of the designated area are appropriately mitigated. This may be achieved by:</p> <ul style="list-style-type: none"> <li>(i) Landscaping that softens and where practicable screens built form when viewed from neighbouring land;</li> <li>(ii) Site boundary treatment to ensure that carparking and storage activities are effectively screened and adverse visual effects are internalised;</li> <li>(iii) A boundary landscape treatment that includes use of layered boundary planting and the acoustic fence referred to in condition 16, which presents a green edge and a high level of amenity to the surrounding streets. This boundary landscape treatment shall be consistent with the Isthmus Group plan attached to these conditions as Attachment 4;</li> <li>(iv) A planting palette that includes a boundary hedge planted with hardy fast growing species, and a tree framework reflecting the surrounding street tree environment;</li> <li>(v) Use of advanced grade plants to ensure meaningful visual mitigation is provided within two to three years of planting; and</li> <li>(vi) After undertaking a tree survey by a technician arborist or suitably qualified and experienced landscape architect, retaining where practicable, or otherwise replacing, existing mature trees located on the Site within 5 metres of the Site boundary, including pohutukawa.</li> </ul> <p>(b) <u>Buildings</u> Buildings are designed and located so they are of a scale suited to the surrounding area and are set back from boundary edges, whilst recognising and providing for the building's function and use. In addition to compliance with the bulk and location requirements in condition 29 – 34 this may be achieved by:</p> <ul style="list-style-type: none"> <li>(i) Use of rooflines which reflect the scale and context of the surrounding residential area particularly in Area A and building design which reflects the fine grain of the outer residential area, to integrate visually and to maintain character, scale and context;</li> <li>(ii) Ensuring variation in the bulk, form and scale of buildings;</li> <li>(iii) Limiting the lighting of roof structures to minimise night time visibility of those structures from residential locations outside the Site.</li> </ul> <p>(c) <u>Signage</u> Signage is well integrated with and sensitive to the receiving environment, and maintains public safety.</p>
38.	Prior to submitting the Integrated Design Management Plan to the WCC for certification in accordance with condition 1 the requiring authority shall provide the owners and occupiers of the properties listed in Attachment 3 with a copy of the Integrated Design Management Plan, and invite those persons to meet and discuss its content. The requiring authority shall cover the cost of the meeting venue. Meeting minutes shall be taken and provided to WCC when the

	Integrated Design Management Plan is submitted for certification.
39.	The Integrated Design Management Plan required by condition 1 may allow for staged implementation of development within the Site. If development of the site is to be staged then an overall plan showing the likely stages and methods for ensuring the objectives set out in condition 37 are met shall be included.
40.	The requiring authority shall ensure that any outline plan submitted to WCC under condition 2 demonstrates that the works subject to it are to be developed in a manner that achieves the objectives of the Integrated Design Management Plan. Outline plans shall contain a detailed landscape design plan and include details of planting and maintenance to achieve the objective under condition 37(a) of the Integrated Design Management Plan on an ongoing basis. Any outline plan shall also contain details of buildings, signage, parking and other built infrastructure to demonstrate how the objectives under conditions 37(b) and 37(c) of the Integrated Design Management Plan are to be achieved. Any outline plan shall be accompanied by a report from a suitably qualified and experienced landscape architect and / or urban designer addressing how the outline plan achieves the objectives of the Integrated Design Management Plan.
41.	The requiring authority may amend the Integrated Design Management Plan provided that any amendment does not result in changing the purpose, or derogate from the purpose and the objectives of the Integrated Design Management Plan set out in condition 37 and any amendment is certified by the WCC.
42.	If a review of the Integrated Design Management Plan is undertaken by the requiring authority then that review shall be undertaken in consultation with the WCC.

**Attachment 1 - The Designated Area**

**Attachment 2 - Area A and Area B of the Designated Area**



**Attachment 3 - List of Properties**

10 Kauri Street, Miramar
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10 Kauri Street, Miramar
12 Kauri Street, Miramar
12A Kauri Street, Miramar
12A Kauri Street, Miramar
14 Kauri Street, Miramar
14 Kauri Street, Miramar
16 Kauri Street, Miramar
18 Kauri Street, Miramar
20 Kauri Street, Miramar
20 Kauri Street, Miramar
22 Kauri Street, Miramar
24 Kauri Street, Miramar
26 Kauri Street, Miramar
28 Kauri Street, Miramar
28 Kauri Street, Miramar
28A Kauri Street, Miramar
30 Kauri Street, Miramar
32 Kauri Street, Miramar
34 Kauri Street, Miramar
34 Kauri Street, Miramar
36 Kauri Street, Miramar
37 Kauri Street, Miramar
38 Kauri Street, Miramar
38 Kauri Street, Miramar
39 Kauri Street, Miramar
40 Kauri Street, Miramar
13 Kedah Street, Miramar
17 Kedah Street, Miramar
13 Miro Street, Miramar
15 Miro Street, Miramar
17 Miro Street, Miramar
19 Miro Street, Miramar
21 Miro Street, Miramar
21 Miro Street, Miramar
23 Miro Street, Miramar
25 Miro Street, Miramar
27 Miro Street, Miramar
29 Miro Street, Miramar
31 Miro Street, Miramar
33 Miro Street, Miramar
35 Miro Street, Miramar
37 Miro Street, Miramar
39 Miro Street, Miramar
39 Miro Street, Miramar
41 Miro Street, Miramar

43 Miro Street, Miramar
43 Miro Street, Miramar
44 Miro Street, Miramar
357 Broadway, Miramar
357 Broadway, Miramar
7 Kauri Street, Miramar
362, 364, 366, 368 & 370 Broadway, Miramar
362, 364, 366, 368 & 370 Broadway, Miramar
362, 364, 366, 368 & 370 Broadway, Miramar
362, 364, 366, 368 & 370 Broadway, Miramar

### Attachment 4 - Landscape Plans





**Appendix AD: Te Ara Tupua – Ngā Ūranga to Pito-one shared path: Conditions**

General Conditions	
GC.1	<p>(a) Except as provided for in the conditions below and subject to final design, the Project shall be undertaken in general accordance with the following plans and information submitted with the Application dated 12 October 2020, the applicant’s response to clause 25 of Schedule 6 to the COVID-19 Recovery (Fasttrack Consenting) Act 2020 requests for further information dated 20 November 2020, 9 December 2020, 13 January 2021 and 19 January 2021, and the applicant’s Response to Comments dated 18 December 2020, and in particular the following documents:(i) Chapter 3: Description of the Project and Chapter 4: Construction of the Project in the Te Ara Tupua Assessment of Effects on the Environment Report dated 30 September 2020;</p> <p>(ii) The following plan sets in Volume 3: Drawing Set:</p> <p>(i) General arrangement drawings; and</p> <p>(ii) Typical cross sections.</p> <p>(b) Where there may be an inconsistency between the documents listed in clause (a) above and the requirements of these conditions, these conditions shall prevail.</p> <p>(c) Where there is inconsistency between the documents listed in clause (a), provided by the applicant as part of the application for resource consent and notice of requirement, the applicant’s responses to the clause 25 of Schedule 6 requests for further information, and information and plans provided through the Response to Comments, the most recent plans and information prevail.</p>
GC.1A	<p>The Project shall be undertaken in accordance with the most recent version of the following plans:</p> <p>(a) Contaminated Land Management Plan prepared and certified in accordance with Condition CL.1;</p> <p>(b) Ecology Management Plan prepared and certified in accordance with Condition EM.1, including the following:</p> <p>(i) Predator Control Plan</p> <p>(ii) Biodiversity Offset Management Plan</p> <p>(iii) Mussel Bed Management Plan</p> <p>(c) Construction Erosion and Sediment Control Plan prepared and certified in accordance with Condition EW.3;</p> <p>(d) Site Specific Erosion and Sediment Control Plan prepared and certified in accordance with Condition EW.5;</p> <p>(e) Coastal Works Construction and Environmental71 Management Plan prepared and certified in accordance with Condition CA.7;</p> <p>(f) Smeagol climoi Translocation Plan prepared in accordance with Condition EM.23;</p> <p>(g) Beach Nourishment Management Plan prepared and certified in accordance with Condition CA.6A;</p> <p>(h) Mana Whenua Values Plan prepared in accordance with Condition MW.4;</p> <p>(i) Construction Environmental Management Plan prepared in accordance with Condition CC.1;</p> <p>(j) Northern Construction Yard Reinstatement Plan prepared in accordance with Condition HTP.4;</p>



	(k) Communications Plan prepared in accordance with Condition PC.7; and (l) Construction Traffic Management Plan prepared in accordance with Condition CT.1
GC.1B	a) A copy of the plans and these designation and resource consent conditions shall be kept either electronically or in hard copy on-site at all times that Enabling Works and Construction Works are being undertaken. b) The consent holder shall make contractors aware of the requirement to comply with these conditions, including through the implementation of the plans.
GC.1C	All earthmoving machinery, pumps, generators and ancillary equipment shall be operated so that spillages of fuel, oil and similar contaminants are prevented, particularly during refuelling and machinery services and maintenance.
GC.2	The preparation of all plans and all actions required by these conditions shall be undertaken by a Suitably Qualified Person.

Outline Plan of works designated	
PC.2	An Outline Plan (or Plans) shall be submitted for the Project, in accordance with section 176A of the RMA. An Outline Plan may be submitted in parts or in stages to address particular works or Project stages.
PC.3	The Outline Plan (or Plans) shall include the following plans (as relevant to the management of effects for that work or Project stage): (a) Construction Noise and Vibration Management Plan (CNVMP); and (b) Cultural and Environmental Design Master Plan (CEDMP).
PC.4	(a) Following submission of the Outline Plans(s), the CNVMP and CEDMP may be amended if necessary, to reflect any changes in design, construction methods or management of effects. Any amendments to the plans are to be discussed with and submitted to the Manager for information without the need for a further Outline Plan process unless those amendments once implemented would result in a materially different outcome to that described in the original Outline Plan. (b) Where the CNVMP or CEDMP was prepared in consultation with other parties, any material changes to that plan shall be prepared in consultation with those same parties.
PC.6	A Project Liaison Person (or persons) shall be appointed for the duration of Enabling Works and Construction Works to be the main and readily accessible point of contact for persons interested in, or affected by, Construction Works.  The Project Liaison Person's contact details shall be readily available via the Project website and they shall be contactable at all times during Construction Works.
PC.7	(a) Prior to the Start of Construction, a Communications Plan shall be prepared for the construction phase of the Project. (b) The purpose of the Communications Plan is to set out how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be communicated with throughout the Construction Works. (c) The Communications Plan shall be submitted to the Manager for information at least twenty (20) working days prior to the anticipated Start of Construction.
PC.8	The Communications Plan shall include: (a) Contact details of the Project Liaison Person; (b) A list of stakeholders who will be communicated with; (c) Details of communication activities proposed; (d) Details of the Project website, or equivalent virtual information source, for providing information to the public; (e) Details of the complaint management process including who is responsible for responding, how responses will be provided and the timeframes within which the responses will be provided. (f) Linkages to consultation set out in other conditions where relevant; and (g) The process for ongoing review and amendment of the plan to maintain its currency
PC.8A	If the Communications Plan required by Condition PC.7 is amended or updated, the revised Communications Plan shall be submitted to the Manager for information within five (5) working days of the update being made.
PC.9	(a) Prior to the start of Detailed Design, and at least three months prior to the anticipated Start of Construction, a Project Liaison Group (PLG) shall be established. (b) The PLG shall hold regular meetings at a frequency agreed by the PLG. (c) The PLG shall be dis-established following the Completion of Construction.
PC.10	The purpose of the PLG is: (a) To provide a forum to share information on the Project design, programme and condition implementation; and

	(b) For the parties listed in Condition PC.11 to raise issues of concern or identify opportunities for the Project team to respond to
PC.11	<p>The PLG shall include the following parties from the Project team:</p> <p>(a) The Project Liaison Person;</p> <p>(b) A representative from Waka Kotahi; and</p> <p>(c) A representative of the construction contractor.</p> <p>A representative(s) from the following entities shall be invited to participate in the PLG:</p> <p>(a) GWRC, WCC and HCC;</p> <p>(b) MWSG;</p> <p>(c) DOC;</p> <p>(d) Royal Forest &amp; Bird Protection Society of New Zealand Inc;</p> <p>(e) KiwiRail;</p> <p>(f) Wellington Water Ski Club;</p> <p>(g) Wellington Rowing Association; and</p> <p>(h) One or more Wellington and Hutt cycling and walking groups.</p>
PC.12	<p>A record of any complaints received in respect of the Project Construction Works shall be maintained during Construction Works.</p> <p>The record shall include:</p> <p>(a) The name, phone number and address (if known) of the complainant (unless the complainant wishes to remain anonymous);</p> <p>(b) Nature of the complaint;</p> <p>(c) The date and time of the complaint, and the location, date and time of the alleged event giving rise to the complaint;</p> <p>(d) The weather conditions at the time of the complaint (as far as practicable), including wind direction and approximate wind speed if the complaint relates to air quality, odour or noise and where weather conditions are relevant to the nature of the complaint;</p> <p>(e) Any other activities in the area, unrelated to the Project, that may have contributed to the complaint, such as construction undertaken by other parties, fires, traffic accidents or any unusual conditions;</p> <p>(f) Measures taken to respond to the complaint or confirmation of no action if deemed appropriate;</p> <p>(g) The outcome of the investigation into the complaint; and</p> <p>(h) A record of the response provided to the complainant.</p>
PC.13	<p>(a) The consent holder shall notify the Manager of any complaint received that relates to the activities authorised by these resource consents and notices of requirement as soon as reasonably practicable and no longer than two (2) working days after receiving the complaint.</p> <p>(b) The consent holder shall respond to any complainant as soon as reasonably practicable and within five (5) working days by advising the Manager and complainant of the outcome of the consent holder's investigation and all measures taken, or proposed to be taken, to respond to the complaint.</p>
PC.14	The record of complaints shall be made available to the Manager upon request

Construction Conditions	
CC.1	<p>(a) A Construction Environmental Management Plan (CEMP) shall be prepared prior to the Start of Construction.</p> <p>(b) The purpose of the CEMP is to confirm the management procedures and construction methods to be used, in order to avoid, remedy or mitigate potential adverse effects arising from construction activities.</p> <p>(c) The CEMP shall be submitted to the Manager for information at least twenty (20) working days prior to the Start of Construction.</p>
CC.2	<p>The CEMP shall be prepared having regard to the NZ Transport Agency's Guideline for preparing Environmental and Social Management Plans (April 2014), and shall include the following:</p> <p>(a) The roles and responsibilities of staff and contractors;</p> <p>(b) Details of the site or Project manager and the Project Liaison Person, including their contact details (phone and email address);</p> <p>(c) The Construction Works programme and the staging approach;</p> <p>(d) The Construction Works methodology including proposed hours of work, and site layouts (including construction yards), locations of refuelling activities, procedures for the refuelling and maintenance of plant and equipment and construction lighting;</p> <p>(e) Methods for controlling dust and the removal of debris and demolition or construction materials from public roads, paths or places;</p> <p>(f) Methods for routine dust and odour monitoring;</p> <p>(g) Methods to address the safety, integrity, protection and (where necessary) the relocation of existing network utilities. This shall include any specific measures agreed with the asset owner including:</p> <ol style="list-style-type: none"> <li>i. Continued access to assets during construction for maintenance;</li> <li>ii. Identification of network utilities prior to and detailed design and construction works;</li> </ol>

	<ul style="list-style-type: none"> <li>iii. Agreement on any protection, diversion or replacement of assets affected by the permanent works;</li> <li>iv. Identification of assets on construction plans and appropriate physical indicators showing surveyed locations;</li> <li>v. Informing all persons working on the site of the presence and location of network utilities and the restrictions in place in relation to those network utilities;</li> <li>vi. Access to assets during construction for maintenance and operation;</li> </ul> <p>(h) Methods to provide access to existing network utilities for owners and operators during construction;</p> <p>(i) Methods of providing for the health and safety of the general public, including training for site personnel about risks posed to active users;</p> <p>(j) Methods for inspections, incident management and reporting in accordance with Condition EW.7A and EW.7B;</p> <p>(k) Methods to inform and train all persons working on the site of potential environmental issues and how to avoid remedy or mitigate any potential adverse effects; and</p> <p>(l) Methods for amending and updating the CEMP as required.</p>
CC.4	The CEMP shall demonstrate how it links with other management plans prepared in accordance with these conditions to manage the effects of the Project.
CC.4A	If the CEMP required by Condition CC.1 is amended or updated, the revised CEMP shall be submitted to the Manager for information within five (5) working days of the update being made.
CC.5	<p>(a) Where Enabling Works (that are not otherwise permitted activities) are to be undertaken prior to the anticipated Start of Construction, an Enabling Works CEMP shall be prepared prior to the start of the Enabling Works.</p> <p>(b) The purpose of the Enabling Works CEMP is to address the matters specified in Conditions CC.1 and CC.2 (as relevant to the Enabling Works).</p> <p>(c) The Enabling Works CEMP shall be submitted to the Manager for information at least ten (10) working days prior to the Enabling Works starting.</p>
CC.5A	If the Enabling Works CEMP required by Condition CC.5 is amended or updated, the revised Enabling Works CEMP shall be submitted to the Manager within five (5) working days of the update being made.

Mana Whenua Conditions	
MW.1	<p>(a) Prior to the start of Detailed Design, and at least three months prior to the anticipated Start of Construction, the requiring authority/consent holder shall invite mana whenua to establish a Mana Whenua Steering Group (MWSG) for the Project. The following parties shall be invited to include representatives on the MWSG:</p> <ul style="list-style-type: none"> <li>(i) Port Nicholson Block Settlement Trust, on behalf of Taranaki Whānui ki Te Upoko o Te Ika (Taranaki Whānui); and</li> <li>(ii) Te Rūnanga o Toa Rangatira Incorporated, on behalf of Ngāti Toa Rangatira.</li> </ul> <p>(b) The purpose of the MWSG is to:</p> <ul style="list-style-type: none"> <li>(i) Facilitate ongoing engagement with mana whenua in respect of the activities authorised by these designations and resource consents;</li> <li>(ii) Provide an opportunity for mana whenua to provide kaitiaki inputs into the Project as set out in condition MW.3; and</li> <li>(iii) Ensure appropriate tikanga and kawa (customary practices and protocols) are being applied throughout the development and implementation of the Project.</li> </ul>
MW.2	The MWSG shall be invited to hold regular meetings (monthly) throughout the Construction Works until at least six months after Completion of Construction.
MW.3	<p>The MWSG shall be invited to participate in the following:</p> <p>(a) Development of the Project design to incorporate cultural values into elements such as:</p> <ul style="list-style-type: none"> <li>(i) Cultural expression in artwork on Shared Path features such as the Shared Path Bridge and in landscape works and plantings;</li> <li>(ii) Implementation of biodiversity mitigation, offset, or compensation measures; and</li> <li>(iii) Signage describing local features and the history of the area.</li> </ul> <p>(b) Development of the Communications Plan with respect to methods of engaging with iwi and hapū;</p> <p>(c) Preparation of the Accidental Discovery Protocol (as required by Condition AH.1 and AH.2) and any updates to this Protocol;</p> <p>(d) Development and implementation of agreed cultural protocols / tikanga appropriate to stages of the works or activities (for example: blessings, accidental discoveries, vegetation clearance, relocation of native fauna);</p> <p>(e) Development of cultural indicators covering matters such as (but not limited to) traditional association, mahinga kai and cultural stream health measures; and</p> <p>(f) The development and implementation of a Mana Whenua Values Plan.</p>

MW.4	<p>(a) A Mana Whenua Values Plan (MWVP) shall be prepared for the construction phase of the Project by a Suitably Qualified Person identified in consultation with the MWSG.</p> <p>(b) The purpose of the MWVP is to set out the agreed cultural monitoring requirements and measures, related to the Te Ara Tupua Kaitiaki Principles (Attachment C of these conditions), to be implemented during construction activities, to acknowledge the historic and living cultural values of the area to mana whenua and to minimise potential adverse effects on these values.</p> <p>(c) The MWVP shall be submitted to the Manager for information at least twenty (20) working days prior to the anticipated Start of Construction.</p>
MW.5	<p>The MWVP shall include:</p> <p>(a) Site dedications or cultural interpretation to be undertaken prior to Start of Construction in areas identified as having significance to mana whenua;</p> <p>(b) Cultural protocols and procedures for cultural inductions;</p> <p>(c) A description of specific monitoring activities to be undertaken prior to or during construction, including for example preconstruction surveys and monitoring of taonga species;</p> <p>(d) Confirmation of the roles and responsibilities of personnel in respect of clauses (a) to (c);</p> <p>(e) Opportunities to reuse natural materials, and to participate in activities (e.g. including planting, translocation, ecology monitoring etc);</p> <p>(f) Consideration of potential effects on taonga species, or other species of significance to mana whenua; and</p> <p>(g) Any other matters or measures to avoid or mitigate potential adverse effects on mana whenua values, customs and practices.</p>
MW.5A	<p>If the MWVP required by Condition MW.5 is amended or updated, the revised MWVP shall be submitted to the Manager for information within five (5) working days of the update being made.</p>

Archaeology and Heritage	
AH.1	<p>(a) For activities and areas of the Project not covered by an Archaeological Authority granted under the Heritage New Zealand Pouhere Taonga Act 2014, an Accidental Discovery Protocol shall be prepared for any accidental archaeological discoveries which occur during Construction Works.</p> <p>(b) Where an Archaeological Authority has not been granted prior to the Start of Construction, an Accidental Discovery Protocol shall be submitted to the Manager and the Regional Archaeologist, Central Region, HNZPT for information twenty (20) working days prior to the Start of Construction.</p>
AH.2	<p>The Accidental Discovery Protocol shall be consistent with the NZ Transport Agency Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version. The Accidental Discovery Protocol shall be prepared in consultation with mana whenua and modified as necessary to reflect the site-specific Project detail.</p>

## Construction Noise

CNV.1	<p>(a) A CNVMP shall be prepared prior to the Start of Construction.</p> <p>(b) The purpose of the CNVMP is to provide a framework for the development and implementation of the best practicable option for the management of construction noise and vibration effects, and to minimise any exceedance of the construction noise and vibration criteria set out in Conditions CNV.1 and CNV.4 as far as practicable.</p> <p>(c) The CNVMP shall address noise and vibration from Project construction activities on land (including at Honiana Te Puni Reserve) and in the CMA.</p> <p>(d) The CNVMP shall be submitted as part of the relevant Outline Plan in accordance with the process set out in Condition PC.2 – PC.4. A copy of the CNVMP shall be provided to GWRC for information.</p>
CNV.2	<p>The CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS 6803:1999) and the Waka Kotahi State highway construction and maintenance noise and vibration guide (version 1.1, 2019), or any subsequent version.</p>
CNV.3	<p>Construction noise shall be measured and assessed in accordance with NZS 6803:1999 Acoustics – Construction Noise and shall comply, as far as practicable, with the construction noise criteria in Table CNV.1 Construction Noise Criteria</p>
CNV.4	<p>(a) Construction vibration shall be measured 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.</p> <p>(b) The Category A criteria in Table CNV.2 Construction Vibration Criteria shall be complied with as far as practicable. If measured or predicted vibration from construction activities exceeds the Category A criteria, a Suitably Qualified Person shall assess and manage construction vibration during those activities, and pre- and postconstruction building condition surveys shall be undertaken.</p> <p>(c) If measured or predicted vibration from construction activities exceeds the Category B criteria</p>

	<p>those activities shall only proceed if vibration effects on affected buildings are assessed, monitored and mitigated as recommended by a Suitably Qualified Person.</p> <p>*BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration'</p>
CNV.5	<p>(a) If noise or vibration from a construction activity is measured or predicted to exceed the criteria in Conditions CNV.3 or CNV.4 at a nearby receiver, a Schedule to the CNVMP for that activity shall be prepared in accordance with the Waka Kotahi State highway construction and maintenance noise and vibration guide (version 1.1, 2019) or any subsequent version.</p> <p>(b) The purpose of a Schedule to the CNVMP is to set out the best practicable option for the management of noise and/or vibration effects for a specific construction activity and/or location beyond those measures set out in the CNVMP.</p> <p>(c) The Schedule shall identify:</p> <ul style="list-style-type: none"> <li>(i) activity location, start and finish dates;</li> <li>(ii) the nearest neighbours to the activity;</li> <li>(iii) a location plan for the activity;</li> <li>(iv) predicted noise/vibration levels and best practicable option mitigation for the activity and/or location;</li> <li>(v) communication and consultation with the affected neighbours; and</li> <li>(vi) location, times and type of monitoring.</li> </ul> <p>(d) A copy of the any Schedule to the CNVMP shall be provided to GWRC for information.</p>
Construction Traffic Conditions	
CT.1	<p>(a) A Construction Traffic Management Plan (CTMP) shall be prepared prior to the Start of Construction.</p> <p>(b) The purpose of the CTMP is to manage construction traffic during Construction Works to:</p> <ul style="list-style-type: none"> <li>(i) Protect public safety including the safe passage and connectivity for pedestrians and cyclists;</li> <li>(ii) Manage effects on road users, public transport users, pedestrians and cyclists; and</li> <li>(iii) Manage effects on property access.</li> </ul> <p>(c) The CTMP shall be submitted to the Manager for information twenty (20) working days prior to the Start of Construction.</p>
CT.1A	If the CTMP required by Condition CT.1 is amended or updated, the revised CTMP shall be submitted to the Manager for information within five (5) working days of the update being made.
CT.2	The CTMP shall be consistent with the version of the NZ Transport Agency Code of Practice for Temporary Traffic Management which applies at the time the CTMP is prepared.
CT.3	<p>The CTMP shall identify how the purpose of the CTMP will be achieved and shall include:</p> <ul style="list-style-type: none"> <li>(a) Where road capacity may be significantly affected by temporary traffic management, potential effects of the capacity reduction, and proposed measures to minimise delays;</li> <li>(b) Measures to avoid road closures and restrictions on vehicle, bus, pedestrian and cycle movements;</li> <li>(c) Site access routes and access points for heavy vehicles;</li> <li>(d) Temporary traffic management measures required to manage impacts on road users and existing pedestrian and cycle paths;</li> <li>(e) Measures to maintain, where practicable, safe and clearly marked pedestrian and cyclist access on roads, footpaths and other facilities adjacent to the Construction Works. Where detours are necessary to provide such access, these shall be sealed and the shortest and most convenient detours shall be provided, as is practicable and safe;</li> <li>(f) Provision for safe and efficient access of construction vehicles to and from construction site(s);</li> <li>(g) Measures that will be used to communicate traffic management measures to affected road users, pedestrians, cyclists and other stakeholders;</li> <li>(h) Measures to minimise contractor parking on local roads including provision of construction staff parking within the Project footprint;</li> <li>(i) Details of staff training and induction regarding the safety of pedestrians and cyclists during construction and the specific access requirements in Condition CT.4;</li> <li>(j) Measures to notify users of the existing shared path of any changes to that facility; and</li> <li>(k) Auditing, monitoring and reporting requirements in accordance with the Code of Practice for Temporary Traffic Management.</li> </ul>
CT.4	<p>Heavy vehicles over 7 tonne are restricted from entering or exiting the Southern Construction Yard (to or from SH2) or Northern Construction Yard (to or from The Esplanade) between 0700-0900, Monday to Friday except for the following purposes:</p> <ul style="list-style-type: none"> <li>(a) Where, due to unforeseen circumstances, it is necessary to complete an activity that has commenced;</li> <li>(b) In cases of emergency. Advice note: This condition does not restrict vehicle movements associated with the existing KiwiRail yard and KiwiRail operations at Ngā Ūranga</li> </ul>

Urban design, landscape, visual and natural character	
LV.1	<p>(a) A CEDMP shall be prepared prior to the Start of Construction.</p> <p>(b) The purpose of the CEDMP is to integrate the Project's permanent works into the surrounding landscape and urban context, and integrate the cultural and environmental elements of the Project.</p> <p>(c) The CEDMP shall demonstrate how the Te Ara Tupua Kaitiaki Principles (Attachment C of these conditions) and the Waka Kotahi Landscape and Urban Design Principles, Design Themes, and Design Outcomes in the Project's CEDF dated 22 September 2020 have been taken into account in the development of the design concepts.</p> <p>(d) The CEDMP shall be prepared having regard to:</p> <ul style="list-style-type: none"> <li>(i) the Draft Masterplan in the Project's CEDF;</li> <li>(ii) the NZ Transport Agency Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;</li> <li>(iii) the NZ Transport Agency Landscape Guidelines (2013) or any subsequent updated version; and</li> <li>(iv) the EMP prepared in accordance with Condition EM.1 of the resource consents granted for the Project.</li> </ul> <p>(e) The CEDMP shall be submitted as part of the relevant Outline Plan in accordance with the process set out in Condition PC.2 – PC.4. A copy of the CEDMP shall be provided to GWRC for information.</p>
LV.2	<p>(a) The CEDMP shall be prepared in consultation with:</p> <ul style="list-style-type: none"> <li>(i) the MWSG;</li> <li>(ii) KiwiRail;</li> <li>(iii) Hutt City Council for land within the City of Lower Hutt;</li> <li>(iv) Wellington City Council for land within Wellington City; and</li> <li>(v) Greater Wellington Regional Council for the CMA.</li> </ul> <p>(b) Any comments and inputs received from the parties listed above shall be summarised within the CEDMP or supporting document, along with explanation of where any comments or suggestions have, or have not, been incorporated and, if not incorporated, the reasons why.</p>
LV.3	<p>The CEDMP shall include:</p> <p>(a) A concept plan – this shall depict the overall landscape and urban design concept, and explain the rationale for the landscape and urban design details if different from the CEDF;</p> <p>(b) Landscape and urban design details – these shall cover the following:</p> <ul style="list-style-type: none"> <li>i. All major structures including the Shared Path Bridge, retaining walls and seawalls;</li> <li>ii. Landscape treatment of the new coastal edge including ūranga, rock revetment; seawalls and groynes;</li> <li>iii. Shared Path furniture – elements such as lighting, signs, balustrades, seats, fences, access gates and rubbish bins;</li> <li>iv. Architecture and landscape treatment of habitat screens;</li> <li>v. The concept design and location for sculptures in Honiana Te Puni Reserve;</li> <li>vi. Features (such as signage) for the purpose of identifying and interpreting cultural heritage, built heritage, archaeology, geological heritage and ecology;</li> <li>vii. Signage detailing the ecological value of avifauna and encouraging path users not to disturb birds;</li> <li>viii. Signage notifying the public of specific hazards (e.g. tsunami evacuation routes) in the Project area; and</li> <li>ix. Consideration of: <ul style="list-style-type: none"> <li>• Crime Prevention Through Environmental Design principles, including the outcomes of an audit of the design by a Suitably Qualified Person; and</li> <li>• Safety in Design (SID) and Maintenance in Design requirements, including the outcomes of these, including the outcomes of an audit of the design by a Suitably Qualified Person.</li> </ul> </li> </ul>
LV.4	<p>The CEDMP shall include the following planting details:</p> <p>(a) Proposed planting including plant species, plant/grass mixes, spacing/densities, sizes (at the time of planting) and layout and planting methods;</p> <p>(b) 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;</p> <p>(c) Detailed specifications relating to (but not limited to) the following:</p> <ul style="list-style-type: none"> <li>(i) Pest plant control and clearance;</li> <li>(ii) Ground preparation (sub-soil preparation, top soiling and growing medium);</li> <li>(iii) Mulching;</li> <li>(iv) Plant sourcing and planting, including hydroseeding and grassing; and</li> <li>(v) Plant species that provide habitat and food resources for the native lizard population in accordance with Condition EM.3(f).</li> </ul>

	(d) A maintenance regime for new planting, which shall apply for the 5 years following that planting being undertaken including the replacement of any failed plantings. The planting details shall be aligned with and support the measures set out in the EMP required by the resource consents granted for the Project (Condition EM.1) including the specific planting to be undertaken in the coastal dune restoration area (Condition EM.19 – EM.21).
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## Appendix AE: Wellington Girls' College (Minister of Education): Site Specific Conditions

The following explanatory note and condition apply the Minister of Education designation E72 – Wellington Girls' College. For avoidance of doubt, these site-specific provisions shall take precedence over any applicable provisions found within APPENDIX E: Various Schools (Minister of Education): Heritage and Sunlight Access Conditions.

### Conditions

#### Building recession planes

1. Any new building or building extension (excluding goal posts and similar structures) shall comply with the zone's building recession plane controls of the Wellington District Plan of any adjoining residential zoned land. To clarify, this condition shall only apply to the external boundaries of the designation and excludes any designation boundary fronting a road or other land designated by the Minister of Education.

#### Part Section 584 TN of Wellington – Pipitea Pā

2. No development, including the construction, alteration, or placement of any building, or structure whether temporary or permanent shall be undertaken within Part Section 584 TN of Wellington – Pipitea Pā.
3. Condition 2 shall not apply, and an outline plan of works may be granted for the construction, alteration, or placement of any building, or structure whether temporary or permanent within Part Section 584 TN of Wellington – Pipitea Pā if the Minister of Education and/or the Wellington Girls College Board has obtained prior written approval from Tai Hekenga Limited Partnership (Port Nicholson Block (Taranaki Whānui ki Te Upoko o Te Ika) Claims Settlement Act 2009).
4. The Minister of Education and/or the Wellington Girls College Board must consult Tai Hekenga Limited Partnership (Port Nicholson Block (Taranaki Whānui ki Te Upoko o Te Ika) Claims Settlement Act 2009) prior to any development being undertaken on land immediately adjoining Part Section 584 TN of Wellington – Pipitea Pā.

#### Advice note

This designation does not constitute approval under the Heritage New Zealand Pouhere Taonga Act 2014. Before undertaking works on listed heritage items located within the Minister's designations, it is important to determine whether or not the proposed work requires an historic authority prior to physical works commencing. The Requiring Authority is advised to contact Heritage New Zealand Pouhere Taonga (Central Regional Office, Wellington) to discuss the proposal before undertaking works on any heritage listed items.

## APPENDIX AF Wellington International Airport Ltd. Airport Purposes Designation (Main Site Area – G5): Conditions

### Purpose of the Designation

The designation shall cover the area shown in **Attachment 1** ("the MSA Designation").

Subject to the conditions set out below, land within the MSA Designation may be used for activities for the operation of Wellington International Airport ("the Airport") including but not limited to:

- Aircraft operations and associated activities, including all ground-based infrastructure, plant and machinery necessary to assist aircraft operations;
- Aircraft rescue training facilities and emergency services;
- Runways, taxiways, aprons, and other aircraft movement areas;
- Airport terminal, hangars, control towers, rescue and fire facilities, navigation and safety aids, lighting and telecommunication facilities, car parking, maintenance and service facilities, catering facilities, freight facilities, quarantine and incineration facilities, border control and immigration facilities, medical facilities, fuel storage and fuelling facilities, facilities for the handling and storage of hazardous substances;

- Associated administration and office activities;
- Roads, accessways, stormwater facilities, monitoring activities, site investigation activities, infrastructure and utility activities (including sustainable infrastructure), and landscaping;
- Vehicle parking and storage, rental vehicle facilities, vehicle valet activities, and public transport facilities;
- Signage, artwork or sculptures, billboards and flags;
- Hotel/visitor accommodation, conference facilities and services;
- Retail activities, service retail, restaurants and other food and beverage facilities including takeaway food facilities and commercial activities, provided they are located within the Terminal Precinct;
- Industrial and commercial activities provided they are associated with aircraft operations or serve the needs of passengers, crew, ground staff, airport workers, and other associated workers and visitors;
- Structures to mitigate against the impact of natural hazards;
- All demolition (if required) construction and earthworks activities, including associated structures;
- Ancillary activities, buildings and structures related to the above; and
- Servicing, testing and maintenance activities related to the above.

Note: for the avoidance of doubt any third party owned outdoor commercial signage is outside the purpose of the Designation. Any such signage is subject to applicable rules in the district plan and may require resource consent.

Airport Precinct Development Areas ("Precincts") and the Hillock (south end of Terminal Precinct) are shown in **Attachment 2**.

#### Glossary:

#### Aircraft Operations

Means the engine runup, taxiing, take-off or landing at the Airport of an aircraft, and "operate" has a corresponding meaning.

#### Conditions

1. An outline plan in accordance with section 176A(1) of the Resource Management Act 1991 ("RMA") shall be required for the following project or work.

Reference	Precinct / Location
A	Hillock (south end of Terminal Precinct)
	Work and Limits
	Any earthworks where: <ol style="list-style-type: none"> <li>The existing ground level will be altered by more than 2.5 metres measured vertically; and</li> <li>The total area of ground surface disturbance will exceed 250m<sup>2</sup>; and</li> <li>The earthworks will be undertaken on slopes of more than 34°.</li> </ol>
B	Terminal Precinct
	Work and Limits
	Buildings or structures that exceed 1,500m <sup>2</sup> in gross floor area or buildings proposed within 20m of an external site boundary.
C	All Precincts with the exception of the Terminal Precinct
	Work and Limits
	Buildings or structures that exceed a height limit of 12m above existing ground level.
D	Terminal Precinct
	Work and Limits
	<ol style="list-style-type: none"> <li>Any sign located on a building that exceeds the following criteria or limits:               <ol style="list-style-type: none"> <li>The sign shall be affixed to the underneath of a verandah and shall provide at least 2.5 metres clearance directly above the footpath or ground level; and</li> <li>Any sign shall be displayed only on plain wall surfaces; and</li> <li>Any sign shall not obscure windows or architectural features; and</li> </ol> </li> </ol>



- d. Any sign shall not project above the parapet level, or the highest part of that part of the building/structure to which it is attached (including above verandah). This part of the condition does not apply to temporary signs; and
  - e. Any sign located on a building in excess of 12 metres in height above ground shall bear only the name and/or logo of the building owner or occupier, or the building on which the sign is located; and
  - f. Any sign located on a building in excess of 12 metres in height above ground level shall not flash; and
  - ii. Any illuminated sign (excluding signs below verandah level) within 50 metres and visible from any Residential zone shall not flash; and
  - iii. Any free -standing sign or sign located on a structure shall not exceed a maximum height of 9 metres (above ground level).
2. In accordance with section 176A(2) of the RMA an outline plan need not be submitted to Wellington City Council (**the Council**) for works and activities associated with the following:
- a. A project or work that does not result in an exceedance of the specified criteria and limits set in Condition 1; or
  - b. Any activity relating to or supporting Aircraft Operations within the Airside Precinct; or
  - c. Signage within any precinct where it is related to the purpose of directing pedestrian or vehicular traffic, or to provide safety and security information; or
  - d. Lighting poles and navigational instruments; or
  - e. Building or structure maintenance or repair; or
  - f. Upgrade or maintenance of existing formed roads and public accessways; or
  - g. Pavement maintenance or repair; or
  - h. Landscape maintenance or repair; or
  - i. Earthworks - other than any earthworks associated with the partial or full removal of the Hillock (south end of Terminal Precinct)<sup>1</sup>; or
  - j. Placement / maintenance of street furniture or art / sculptures; or
  - k. Maintenance or repair of lighting, signage and other existing fixtures or structures.

<sup>1</sup> Partial or full removal of the small hill is subject to an outline plan and condition 18

#### **Maximum Building Height /Setbacks**

3. No building/structure shall exceed a maximum building/structure height of 30 metres (above existing ground level) in the Terminal Precinct, and 18 metres (above existing ground level) in other Precincts, except that:
- a. Buildings or structures used for hangars used for Code C (or smaller aircraft) shall not exceed a height of 15m;
  - b. In the West Side Precinct, buildings or structures used for Code E (or other wide body aircraft) hangars shall not exceed a height of 20m or be located closer than 10m to an external site boundary;
  - c. Buildings or structures located within 8m of the Golf Course Recreation Area shall not exceed a height limit of 15m;
  - d. Buildings or structures within 5m of any adjoining Residential zone shall not exceed a height limit of 4m;
  - e. Buildings within the South Coast Precinct shall be set back at least 10m from the Moa Point Road frontage of the site; and
  - f. For the purpose of this condition, lift shafts, plant rooms, stairwells, water tanks, air conditioning units, ventilation ducts, chimneys, lighting poles and similar features on buildings or structures shall be excluded from this calculation of maximum height.

#### **Lighting – Non-Aviation Activities**

4. In all Precincts the direct or indirect illumination of outdoor areas associated with non-aviation activity shall be managed so that it is in accordance with the requirements of AS/NZS 4282:2109 'Control of the obtrusive effects of outdoor lighting', for Environmental Zone A4.

For the avoidance of doubt any lighting controlled by Civil Aviation rules shall not be controlled by this condition. At the completion of all work undertaken to illuminate outdoor areas (not controlled by Civil Aviation Rules) the Requiring Authority shall provide a report to the Wellington City Council that confirms that the work meets the requirement of AS/NZS 4282:2109.

### Trees

5. Existing trees on land within the MSA Designation are to be retained except where they affect the safe operation of the Airport, and provided that any pohutukawa trees adjacent to Tirangi Road required to be removed shall be resited as close as is practicable to the boundary of Tirangi Road.

### Electromagnetic Radiation

6. In all precincts any activity shall be conducted to comply with the New Zealand NZS 6609:1990 (Radio Frequency Radiation) and any subsequent amendments.

### Restricted Site Access for Vehicles

7. No vehicle shall be permitted to a site across any Restricted road frontage identified on **Attachment 3**.
8. Site access for vehicles shall be provided and maintained in accordance with the standards set out in Appendix 3 of the Wellington City District Plan Airport and Golf Course Recreation Precinct Chapter 11.
9. There shall be a maximum of one site access to any site, except that a site with more than one frontage may have one access across each frontage.
10. The width of any site access shall not exceed 6 metres; and
11. Where site access can be provided from a service lane or right of way registered in favour of the site or other private road or private right of way, no site access shall be from a street.
12. No site access shall be sited closer to a street intersection than the following:
  - a. Arterial and principal streets: 20m
  - b. Collector streets: 15m
  - c. Other streets: 10m
13. Any site access shall be designed to permit a free flow of traffic so that vehicles do not have to queue on the street.
14. The following shall apply in respect of any condition where the Requiring Authority is required to provide the Council with a management plan or similar document 'for certification'.
  - a. The Requiring Authority shall provide the management plan to the Council within the timeframe specified in the applicable condition;
  - b. The Requiring Authority may lodge any necessary outline plan for the activities to which the management plan relates unless the Council advises the Requiring Authority in writing within 20 working days of receipt of the management plan that it refuses to certify that plan;
  - c. Certification must not be unreasonably withheld and refusal to certify may only be on the grounds that the management plan fails to meet the requirements of the related condition or where relevant fails to integrate with the requirements of any other related management plan. The Council must provide reasons why that view is held at the time of the refusal;
  - d. Should the Council refuse to certify the management plan, the Requiring Authority shall submit a revised plan to the Council for certification. Clauses b. and c. shall apply for any resubmitted plan;
  - e. Once certified, the management plan may be varied by the Requiring Authority. The certification process for any variation to the plan shall follow the process outlined in b. to d. above. The activities subject to the variation shall not commence until the variation has been certified by the Council.

### Urban Design Principles and Vision – Terminal Precinct

15. Not less than six months prior to the first outline plan being submitted for the Terminal Precinct pursuant to section 176A of the RMA, the Requiring Authority shall prepare a draft document describing the Urban Design Principles (**the Principles**) to guide the development of buildings, infrastructure and open space areas within the Terminal Precinct. The document shall ensure that when developing new buildings or publicly accessed areas within the Terminal Precinct appropriate regard is had to urban design form and function to enhance aesthetics, land use and resilience to create community and place. The

Principles shall also:

- a. articulate a **Vision** focused on achieving a level of design excellence where relevant that reflects the Terminal Precinct's role as part of a regionally significant infrastructure;
- b. include, but not be limited to reference to the following matters, where relevant:
  - i. Urban Structure;
  - ii. Density and Mix;
  - iii. Urban Grain;
  - iv. Height and Massing;
  - v. Public Spaces;
  - vi. Façade and interface;
  - vii. Energy/resource/land efficiency;
  - viii. Lighting;
  - ix. Details and materials.

In preparing the Principles and associated Vision, the Requiring Authority shall consult the community. This consultation shall take the form of a workshop or Charrette to enable members of the community to contribute ideas and concepts to the Principles and Vision and shall be hosted at a suitably accessible location within the community. The Requiring Authority shall also consult with the Council and a final draft shall be submitted to the Council for comment. In finalising the Principles and associated Vision, the Requiring Authority shall take into account any feedback received from the community and the Council. Upon finalisation of the Principles and Vision, the Requiring Authority shall ensure that any future development within the Terminal Precinct is guided by the Principles and Vision.

### **Landscape and Urban Design Statement – All Precincts**

16. Where an outline plan is required under Section 176A of the RMA the outline plan shall include, in addition to the matters required under section 176A(3) of the RMA, a Landscape and Urban Design Statement (**LUDS**). The purpose of the LUDS shall be to demonstrate (where relevant) how the development is consistent with the Principles and associated Vision prepared in accordance with Condition 15, how any effects on streetscape have been taken into account, and how the following will be achieved:
  - a. The integration between adjoining precincts (and other areas of the Airport);
  - b. That site levels and building form, colour and texture reduce the apparent height and bulk of large buildings, and minimise reflectively and glare when viewed from adjoining public or residential areas;
  - c. That variations in building mass, height and architectural form have been considered in order to provide visual cohesiveness and interest, reduce visual massing and promote visual permeability. These matters will also be considered to maintain views from adjoining more elevated properties to the east where this is practicable;
  - d. That landscaping treatment has been incorporated where appropriate in order to assist in providing visual softening of large buildings and the screening of parking, loading and storage areas;
  - e. That any signage proposed will be integrated with the building form and surrounding architectural and landscape design;
  - f. That low glare, high cut off exterior lighting is used, and integrated with the building form and surrounding architectural and landscape design;
  - g. That lighting and light sources from within buildings in the Terminal Precinct have been designed to reduce the extent and visibility of artificial light when viewed from residential properties and public spaces located adjacent to the Airport site; and
  - h. That the use of sustainable materials/techniques has been considered as part of the design.

### **Broadway Area Precinct**

17. Prior to any project or work occurring within the Broadway Area Precinct, the Requiring Authority shall prepare an Integrated Design Management Plan (**IDMP**) specific to the Broadway Area Precinct. The IDMP shall show the general configuration of any existing and/or new buildings or structures within the Broadway Area, signage, and areas of landscaping that may be proposed. The IDMP for the Broadway Area Precinct shall achieve the following objectives:
  - a. **Landscaping**

Landscaping within the site achieves a high level of offsite amenity and ensures that any adverse effects on neighbouring land arising from the development of the designated area are appropriately mitigated. Landscaping reflects the important gateway function of land within the Precinct;
  - b. **Buildings**

Buildings are designed and located so they are a scale suited to the surrounding area and are setback from boundary edges, whilst recognising and providing for the building's function and use;

**c. Signage**

Signage is well integrated with and sensitive to the receiving environment and maintains public safety.

No outline plan shall be submitted for the Broadway Area Precinct without first having submitted the IDMP for the Broadway Area Precinct to the community and the Council for comment. Consultation with the community shall take the form of a workshop or Charrette to enable members of the community to contribute ideas and concepts to the IDMP and shall be hosted at a suitably accessible location within the community. In finalising the IDMP the Requiring Authority shall take into account any feedback received from the community and the Council. Any subsequent outline plan shall be accompanied by a report from a suitably qualified and experienced landscape architect and/or urban designer addressing how the outline plan achieves the objectives of the IDMP.

**Earthworks – Hillock (south end of Terminal Precinct)**

18. Prior to any earthworks associated with the full or partial removal of the Hillock (south end of Terminal Precinct), the Requiring Authority must develop and submit to the Council for certification an Earthworks and Construction Management Plan (**ECMP**). The ECMP shall include, but is not limited to, the following matters:

- a. Stability Controls;
- b. Erosion and Sedimentation Controls;
- c. Stormwater Management; and
- d. Implementation of any recommendations of the Archaeological assessment report as required by Condition 20.

The earthworks and associated work must be carried out in accordance with the ECMP and any amendments certified by the Council.

19. For the Hillock (south end of Terminal Precinct) described in Condition 18, the outline plan required under Section 176A of the RMA, specific to this area shall include, in addition to the matters required under section 176A(3) of the RMA, a report or reports covering the following matters (where relevant):

- a. Whether any earthworks will alter the existing topography of the site and the impacts on the area's amenity values and cultural values;
- b. The measures available to relocate the existing Matagouri at the site or to extract cuttings or seeds from it to assist cultivation of the plant elsewhere;
- c. The extent to which earthworks affect the stability and erosion potential of the site and surrounding sites; and
- d. Whether any landscape treatment is necessary, and if so, whether it is in scale with the proposed development.

20. Prior to any earthworks occurring within the Hillock (south end of Terminal Precinct) described in Condition 19, the Requiring Authority shall undertake an archaeological assessment to identify and report on the potential for archaeological sites on the undisturbed land.

*Note: this may entail an exploratory archaeological authority from Heritage New Zealand Pouhere Taonga made under section 56 of the Heritage New Zealand Pouhere Taonga Act 2014.*

*Note: the Requiring Authority will need to apply for all necessary archaeological authorities under section 44(a) of the Heritage New Zealand Pouhere Taonga Act 2014 prior to the start of any earthworks within the designated area with the potential to affect archaeological remains.*

**Network Utilities**

21. Prior to the commencement of any project or work which involves earthworks or construction activities, the Requiring Authority shall prepare or update a Network Utilities Management Plan for the project. The purpose of the Plan shall be to inform the relevant network utility providers that enabling work, design, and construction of any project, takes account of (and includes measures to address) the safety, integrity, protection (or where necessary) relocation of existing network utilities. The Plan shall also include the location of any existing underground network utilities within the project area; a requirement to consult with any relevant network utility provider; a requirement to inform all construction personnel, including contractors of the presence and location of any existing network utilities which traverse, or are in close proximity to the project area; and any restrictions in place in relation to those existing network utilities.

**Airways Corporation of New Zealand**

22. Where it is likely that a project or work will adversely affect the operation of any Airways Corporation of New Zealand's electronic or visual navigation aid or air traffic service facility, the Requiring Authority shall consult with Airways Corporation of New Zealand to ensure that the requirements of the Parties' respective obligations under Civil Aviation of New Zealand Rules 139.121 and 172.57 (and any subsequent amendment) are met.

### Aircraft Operations Noise

23. The Requiring Authority shall ensure that all Aircraft Operations are managed so that the rolling day 90 day average 24 hour night-weighted sound exposure level does not exceed a Day/night Level (Ldn) of 65dBA outside the *Air Noise Boundary* shown within the Wellington City Council District Plan Maps. The Requiring Authority shall demonstrate compliance with this Condition by undertaking continuous noise monitoring in accordance with NZS 6805:1992 and the guidance provided in the Airport Noise Management Plan (**ANMP**). The noise monitoring data shall be made publicly available on the Requiring Authority's website.
24. Aircraft Operations noise shall be measured and modelled in accordance with NZS6805:1992 1992 Airport Noise Management and Land Use Planning and calculated as a Ldn 90 day rolling average. All terminology shall have the meaning that may be used or defined in the context of NZS:6805 1992 Airport Noise Management and Land Use Planning.
25. The following Aircraft Operations shall be excluded from the calculation of the 90 day rolling average described in Conditions 23 and 24:
- Aircraft operating in an emergency;
  - The operation of emergency flights required to rescue persons from life threatening situations or to transport patients, human vital organs, or medical personnel in a medical emergency; and
  - The operation of unscheduled flights required to meet the needs of any state of emergency declared under the Civil Defence Emergency Management Act 2002 or any international civil defence emergency.
26. The Requiring Authority shall ensure that:
- All domestic Aircraft Operations shall not occur during the hours from midnight (12am) to 6am; and
  - All international Aircraft Operations shall not occur during the hours:
    - Midnight to 6am for departures.
    - 1am to 6am for arrivals.

*For the purposes of this condition, "operations" means the start of the take-off roll or touch down on landing.*

27. The following are exceptions to Condition 26:

- Disrupted flights where Aircraft Operations are permitted for an additional 30 minutes;
- In statutory holiday periods where Aircraft Operations are permitted for an additional 60 minutes;

For the purposes of this condition, **statutory holiday period** means:

- The period from 25 December to 2 January, inclusive. Where 25 December falls on either a Sunday or Monday, the period includes the entire of the previous weekend. Where 1 January falls on a weekend, the period includes the two subsequent working days. Where 2 January falls on a Friday, the period includes the following weekend."
- The Saturday, Sunday and Monday of Wellington Anniversary weekend, Queens Birthday Weekend, and Labour Weekend.
- Good Friday to Easter Monday inclusive.
- Matariki Day.
- Waitangi Day.
- ANZAC Day.
- Any other day decreed as a national statutory holiday.
- Where Matariki Day, Waitangi Day or ANZAC Day falls (or is recognised) on a Friday or a Monday, the adjacent weekend is included in the statutory holiday period.
- The hours from midnight to 6am immediately following the expiry of each statutory holiday period defined above.

- c. Aircraft using the Airport as a planned alternative to landing at a scheduled airport, but which shall not take-off unless otherwise permitted under Condition 26;
- d. Aircraft landing in an emergency;
- e. The operation of emergency flights required to rescue persons from life threatening situations or to transport patients, human vital organs, or medical personnel in a medical emergency;
- f. The operation of unscheduled flights required to meet the needs of any state of emergency declared under the Civil Defence Emergency Management Act 2002 or any international civil defence emergency;
- g. Aircraft carrying heads of state and/or senior dignitaries acting in their official capacity or other military aircraft operations; and
- h. No more than 4 aircraft movements per night with noise levels not exceeding 65 dB LAFmax (1 sec) at or beyond the *Air Noise Boundary*.

*For the purposes of this condition, night means between midnight and 6am.*

### **Quieter Homes Programme**

28. The Requiring Authority shall offer to fund noise mitigation for all existing residential properties within the *Air Noise Boundary* in accordance with the Quieter Homes Programme. The details and obligations which guide the implementation of the Quieter Homes Programme shall continue to be set out in the ANMP for all residential properties within the *Air Noise Boundary*. The mitigation shall be designed to achieve an indoor design sound Level of 45 dB Ldn or less, based on the *Air Noise Boundary* at predicted fully developed capacity.

### **Engine Testing**

29. The Requiring Authority shall ensure that engine testing within the MSA Designation shall:
- a. only be undertaken during the hours of 6am to 8pm; and
  - b. not occur on the locations shown on the map attached as **Attachment 4**

Except that compliance with (a) is not required:

- c. For essential unscheduled maintenance, provided that it occurs between 8pm and 11pm and where these events do occur, they shall be reported to the Airport Noise Management Committee (ANMC) on an annual basis and published on the Requiring Authority's website as soon as reasonably practicable;
- d. To operate an aircraft within flying hours but provided the engine run is no longer than required for normal procedures, which for the purpose of this condition, shall provide solely for short duration engine runs by way of flight preparation while the aircraft is positioned on the apron; or
- e. For engine testing from 11pm to 6am where the engine testing can be carried out in compliance with all of the following:
  - i. measured noise levels do not exceed 60 dB L<sub>AEQ</sub> (15 min) at or within the boundary of any residential zone;
  - ii. measured noise levels do not exceed 75 dB L<sub>AFmax</sub> at or within the boundary of any residential zone;
  - iii. noise levels shall be measured in accordance with NZS6801: 2008 Acoustics Measurement of Environmental Sound;
  - iv. the engine testing is for aircraft using the Airport as an alternate landing site;
  - v. the total number of engine test events shall not exceed 18 in any consecutive 12 month period;
  - vi. the total duration of engine test events shall be no more than 20 minutes.

### **Ground Power and Auxiliary Power Units (GPUs/APUs)**

30. The Requiring Authority shall ensure that the operation of ground power units (**GPUs**) and auxiliary power units (**APUs**) when measured at any adjoining Residential zone shall not exceed the following limits:
- a. Monday to Saturday 7am to 10pm 55 dB LAEQ (15 MIN)
  - b. At all other times 45 dB LAEQ (15 MIN)
  - c. All days 10pm to 7am 75 dB LAFmax

With the exception that these limits shall not apply to APUs for:

- i. Aircraft under tow;
- ii. The first 60 minutes after an aircraft has stopped on the gate, unless the Pilot of an Aircraft requires a longer duration due to operational or public health and safety reasons;
- iii. 60 minutes prior to scheduled departure unless the Pilot of an Aircraft requires a longer duration due to operational or public health and safety reasons;
- iv. The use of APUs to provide for engine testing pursuant to Condition 29.

#### Land Based Noise

31. The Requiring Authority shall ensure that noise emission levels from any activity within the Designated Area, other than aircraft operations, engine testing and the operation of APUs, when measured at any adjoining Residential zone, shall not exceed the following limits:
- a. Monday to Saturday 7am to 10pm 55 dB LAEQ (15 MIN)
  - b. At all other times 45 dB LAEQ (15 MIN)
  - c. All days 10pm to 7am 75 sB LAEQ max

#### Airport Noise Management Plan

32. The Requiring Authority shall at all times maintain and implement an Airport Noise Management Plan (**ANMP**). Without in any way limiting its obligations to fully comply with the conditions attaching to this designation, the Requiring Authority shall update its existing ANMP to describe in detail how it proposes to manage the Airport in order to comply with the relevant noise conditions of this designation, and any relevant noise related conditions that attach to any other Wellington Airport designation. The updated ANMP shall be submitted to the Council for certification within six months of this Designation being confirmed. Any subsequent alteration or update to the ANMP shall also be subject to this certification requirement.
33. The ANMP shall include, as a minimum:
- a. A statement of noise management objectives and policies for the Airport;
  - b. Details of methods and processes for remedying and mitigating adverse effects of Airport noise including but not limited to:
    - i. improvements to Airport layout to reduce ground noise;
    - ii. Guidance relating to APU usage and how that usage will be reduced over time where practicable;
    - iii. improvements to Airport equipment (including provision of engine test shielding such as an acoustic enclosure for propeller driven aircraft) to reduce ground noise;
    - iv. aircraft operating procedures in the air and on the ground procedures to minimise noise where this is practicably achievable;
    - v. an Airport Wide Construction Noise Management Plan which outlines methods for guiding the way construction noise is managed including guidance for where a Project Specific Construction Noise Plan is required for a project.
  - c. The procedures for the convening, ongoing maintenance and operation of the ANMC as set out in Condition 34;
  - d. The mechanisms to give effect to a noise monitoring programme to assess compliance with Conditions 23 - 31;
  - e. The procedures for reporting to the ANMC any Aircraft Operations and engine testing activities which contravene a condition of this designation;
  - f. Methods necessary for the Requiring Authority to complete the implementation of the Quieter Homes Programme (as required);
  - g. A procedure for dealing with complaints including: the recording of complaints; acknowledgement to the complainant of receipt of their complaint and the outcome once resolved; any corrective action(s) to be taken including if non-compliance with the conditions of this designation is identified, and reporting to the Council and to the ANMC;
  - h. The dispute resolution procedures to resolve any disputes between Wellington International Airport Limited (WIAL) and ANMC about the contents and implementation of the ANMP;

- i. Methods by which the Requiring Authority and the ANMC can keep in regular touch with the wider community, particularly where that community is affected by airport noise, including via the preparation and implementation of an annual stakeholder communications plan;
  - j. The procedures for obtaining and making noise monitoring and compliance data obtained by the Requiring Authority publicly available on WIAL's website; and
  - k. The procedures and required frequency for reviewing and amending the ANMP.
34. The Requiring Authority shall at its cost be responsible for the ongoing membership and function of the ANMC identified in Condition 33(c). The purpose, membership and functions of the ANMC shall be set out within the Terms of Reference included in the NMP. Reasonable costs associated with members of the community participating on the ANMC (including a stipend) shall be met by the Requiring Authority.

#### **Construction Noise**

35. Construction noise from all construction work within the designation shall be managed so that it complies where practicable with the requirements of New Zealand Standard 6803:1999 Acoustics Construction Noise. In managing construction noise, the Requiring Authority shall prepare and implement a Construction Noise Management Plan (**CNMP**) based on the Airport Wide Construction Noise Management Plan. The CNMP shall be prepared in accordance with the guidance provided by the ANMP. Any construction activity or work that cannot comply with the recommended limits of New Zealand Standard 6803:1999 Acoustics Construction Noise shall be identified and the duration for each activity shall be specified. The best practicable option for reducing noise to a reasonable level shall be adopted for these construction activities.
36. The CNMP shall include the process for identifying the specific management and mitigation required for any night-time construction activity, including measures for consultation with the potentially affected community, procedures for notification prior to night works, maximum duration and frequency of night works, and processes for minimising the need for night-time construction works.

#### **Car Parking**

37. On an annual basis, the Requiring Authority shall submit to the Council a report describing the current status of Airport car parking demand and supply. The report shall include a description of traffic management and car parking within the Airport environs, any temporary carparking that has been made available within the designated land to facilitate construction activities, and an overview of any planned changes or improvements in order to improve the efficiency and effectiveness of the provisioning for car parking within the Airport. Consideration of the efficiency and effectiveness of car parking shall include identification of actions or strategies the Requiring Authority could practicably implement to reduce airport related car parking effects occurring beyond the Requiring Authority's designation.

#### **De-Carbonisation Considerations**

38. The Requiring Authority shall investigate and implement actions that contribute to an ongoing reduction of its carbon footprint. The Requiring Authority shall prepare a report that details these actions and on an annual basis submit it to the Council. The reporting shall include but not be limited to:
- a. Measurement and reporting of the Requiring Authority's operational emissions in accordance with the Airport Carbon Accreditation organisation commencing at Level 2;
  - b. Decarbonisation initiatives being implemented by the Requiring Authority;
  - c. Any other central or local government statutory reporting obligations; and
  - d. Details of the Requiring Authority's memberships or other commitments (e.g. the Airport Carbon Accreditation or similar).
  - e. Embedded emissions from construction activity.

#### **Community and Environment Fund**

39. WIAL will (at its cost) set up and maintain a Trust comprising three Trustees to administer a Community and Environment Fund, on the following basis:
- a. One Trustee will represent the interests of WIAL, one will represent the interests of the community, and one independent trustee.
  - b. WIAL will contribute:
    - i. \$75,000 plus GST (if any) to the fund of the Trust in each of its first two years:



- ii. \$50,000 plus GST (if any) per annum thereafter to be adjusted annually for CPI (All Groups)
- c. The Fund will be administered by the Trustees for the benefit of the local community located near the Airport (in particular within the ANB (and any new 60dB Ldn contour)), for the purpose of education, promotion and advancement of community, mitigation of any adverse effects associated with the operation of the airport and environmental interests.

**Attachment 1**

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Attachment 2



Airport Precinct Development Areas

Attachment 3



Attachment 4

## Attachment 4



Engine Testing Exclusion Area

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## APPENDIX AG: Wellington International Airport Ltd. Airport Purposes Designation (East Side Area – G6): Conditions

### Purpose of the Designation

The designation shall cover the area shown in **Attachment 1** (“the **ESA Designation**”).

Subject to the conditions set out below, land within the ESA Designation may be used for activities for the operation of Wellington International Airport (“the **Airport**”), limited to the following:

- Aircraft operations and associated activities, including all ground-based infrastructure, plant and machinery necessary to assist

aircraft operations;

- Taxiways, aprons and other aircraft movement areas;
- Navigation and safety aids, monitoring stations, lighting and telecommunications facilities;
- Car parking, roads, accessways, pedestrian ways, stormwater and wastewater infrastructure, sustainable infrastructure, utility activities and security fencing;
- All demolition (if required), construction and earthworks activities, including associated structures;
- Landscaping, planting, tracks and trails;
- Ancillary activities, buildings and structures related to the above; and
- Servicing, testing and maintenance activities related to the above.

Note: for the avoidance of doubt any third party owned outdoor commercial signage is outside the purpose of the Designation. Any such signage is subject to applicable rules in the district plan and may require resource consent.

#### **Glossary:**

#### **Aircraft Operations**

Means the engine runup, taxiing, take off or landing at the Airport of an aircraft, and "operate" has a corresponding meaning.

#### **Conditions**

#### **Outline Plan and Staging**

1. An outline plan of works to be constructed on land within the ESA Designation shall be submitted to the Wellington City Council ("**the Council**") pursuant to section 176A of Resource Management Act 1991 ("**the RMA**") unless the works have been otherwise approved under the RMA, or the Council waives the requirement for an outline plan.
2. Works may be undertaken in stages in accordance with the relevant conditions below.
3. The following shall apply in respect of any condition where the Requiring Authority is required to provide the Council with a management plan or similar document 'for certification'.
  - a. The Requiring Authority shall provide the management plan to the Council within the timeframe specified in the applicable condition;
  - b. The Requiring Authority may lodge any necessary outline plan for the activities to which the management plan relates unless the Council advises the Requiring Authority in writing within 20 working days of receipt of the management plan that it refuses to certify that plan;
  - c. Certification must not be unreasonably withheld and refusal to certify may only be on the grounds that the management plan fails to meet the requirements of the related condition or where relevant fails to integrate with the requirements of any other related management plan. The Council must provide reasons why that view is held at the time of the refusal;
  - d. Should the Council refuse to certify the management plan, the Requiring Authority shall submit a revised plan to the Council for certification. Clauses b. and c. shall apply for any resubmitted plan;
  - e. Once certified, the management plan may be varied by the Requiring Authority. The certification process for any variation to the plan shall follow the process outlined in b. to d. above. The activities subject to the variation shall not commence until the variation has been certified by the Council.

#### **Landscape and Visual**

4. Not less than three (3) months prior to the first outline plan being submitted pursuant to section 176A of the RMA, the Requiring Authority shall prepare and submit to the Council, for certification, a Landscape and Visual Management Plan (**LVMP**). The purpose of the LVMP shall be to show the mitigation proposed which is intended to address potential visual effects on surrounding residential and open space areas, within the identified buffer area and at the interface between the residential zoned land to the east and activities undertaken on land within the ESA Designation. The extent of this buffer area shall be confirmed within the LVMP and shall be in general accordance with **Attachment 1** below. The LVMP shall demonstrate how the following outcomes will be achieved:
  - a. Any engineered retaining features shall comprise of a mixture of natural and constructed elements, comprising enduring

low maintenance materials that allow for such features to integrate with the surrounding environment and to be reduced in height as is practicably achievable without compromising structural stability or other safety or operational requirements;

- b. Planting within the Landscape Buffer Area (**LBA**) is of a nature, scale and extent to provide screening (as far as can practicably be achieved) of the ESA Designation for the residential zoned land to the east. In planning this planting, the Requiring Authority shall consult with residential property owners directly contiguous to the LBA and work with those owners to establish a planting plan that best addresses the requirements of these owners as far as this is practicable. Subject to the above, planting within the LBA shall be with endemic species as far as this is practicable;
  - c. Where practicable, Pohutukawa and other trees capable of transplantation in good condition are re-used elsewhere within the Requiring Authority's land;
  - d. Where appropriate, provision of public recreational (pedestrian and if practicable, cycle) access through the LBA shall be shown, including connections to existing accessways where practicable;
  - e. Other than to facilitate public access, amenity and safety, and to ensure security of the airport the LBA shall not include buildings. This limitation shall not apply to retaining structures or other engineering structures required to ensure ground stability or other network utility infrastructure and navigational aids;
  - f. Façade treatment of any engineered retaining features over 1.5m in height to reduce the visual prominence of such structures and to add visual interest.
5. No outline plan shall be submitted for any project or work on land within the ESA Designation until such time as the Council certifies the LVMP is consistent with the matters included in Condition 4. Any outline plan that is subsequently submitted shall demonstrate that the project or work is consistent with the LVMP prepared in accordance with Condition 4.
  6. The Requiring Authority shall subsequently implement the LVMP as part of any project or work on land within the ESA Designation provided that:
    - a. If development on land within the ESA Designation is to occur in stages, then the LVMP may also be implemented in stages in a manner that meets the intention of the LVMP to mitigate the effects of the project or work; and if so;
    - b. The Requiring Authority shall submit to the Council a staging plan showing the likely stages, the likely timing of staged development and the methods that will be applied to ensure that the staging meets the intention of the LVMP.
  7. The Requiring Authority may amend the LVMP as necessary provided that any amendment is consistent with achieving the purpose and outcomes of the LVMP set out in Condition 4. Any amendment to the LVMP shall be submitted to the Council for certification.
  8. All planting and landscaping work carried out to give effect to the LVMP shall be maintained by the Requiring Authority to ensure that the outcomes set out within Condition 4 continue to be achieved.

### Geotechnical

9. Prior to any earthworks commencing on land within that part of the ESA Designation previously occupied by the Golf Course, the Requiring Authority shall commission a Geotechnical Assessment Report (**GAR**) of any land that is to be disturbed. The GAR shall be provided to the Wellington City Council for certification at least 20 working days prior to any earthworks occurring. The GAR must be undertaken by an experienced "Geotechnical Professional" and as a minimum contain, but not be limited to, the following:
  - a. A review of all available geotechnical reports for the site including the geotechnical report by BECA Ltd (dated 20 Sep 2020, reference 3324206);
  - b. A summary of the ground conditions undertaken with geological mapping and/or geotechnical investigations;
  - c. An assessment of the geotechnical hazards and risks including both seismic and elevated water table scenarios for slope stability analysis;
  - d. A geotechnical analysis of the design concept and resulting recommendations that will mitigate any potential adverse effects.

The purpose of the GAR shall be to ensure that appropriate geotechnical hazards have been identified and to ensure the geotechnical soundness and resilience of the earthworks.

A 'Geotechnical Professional' is defined as a Chartered Professional Engineer (CPEng) with specialist geotechnical skills and experience in the design, construction and monitoring of excavations in similar ground conditions as the proposed project or work.

10. A Geotechnical Professional shall be engaged for the detailed design and construction phases of the project or work.

11. The name and the contact details of the Geotechnical Professional shall be provided to the Wellington City Council as part of the GAR required by Condition 9.
12. The Geotechnical Professional shall monitor the earthworks on the site.
13. The Geotechnical Professional shall advise on the best methods to ensure:
  - a. The stability of the land;
  - b. The design and construction of the temporary and permanent earthworks, retaining structures and drainage, are consistent with the recommendations in the geotechnical assessment by BECA Ltd (dated 20 Sep 2020, reference 3324206) and the geotechnical report as part of Condition 9 above.

#### **Earthworks and Construction Management**

14. Vibration from all construction work shall comply where practicable with the requirements set out in German Standard 'DIN 4150-3:1999 "Structural Vibration – Part 3: Effects of vibration on structures". Any vibration from construction activity or work that cannot comply with the recommended limits of German Standard 'DIN 4150-3:1999 "Structural Vibration – Part 3: Effects of vibration on structures" shall be identified and the duration of each activity shall be specified. The best practicable option (BPO) for reducing vibration to a reasonable level shall be adopted for these construction activities. An assessment of what the BPO is shall be included in the Earthworks and Construction Management Plan (ECMP) required by condition 17 below.
15. Construction noise from all construction work within the designation shall be managed so that it complies where practicable with the requirements of New Zealand Standard 6803:1999 Acoustics Construction Noise. In managing construction noise, the Requiring Authority shall prepare and implement a Construction Noise Management Plan (CNMP) based on the Airport Wide Construction Noise Management Plan. The CNMP shall be prepared in accordance with the guidance provided by the ANMP. Any construction activity or work that cannot comply with the recommended limits of New Zealand Standard 6803:1999 Acoustics Construction Noise shall be identified and the duration for each activity shall be specified. The best practicable option for reducing noise to a reasonable level shall be adopted for these construction activities.
16. The CNMP shall include the process for identifying the specific management and mitigation required for any night-time construction activity, including measures for consultation with the potentially affected community, procedures for notification prior to night works, maximum duration and frequency of night works, and processes for minimising the need for night-time construction works.
17. For any work involving any earthworks or construction activities on land within the ESA Designation, the Requiring Authority shall prepare an Earthworks and Construction Management Plan (ECMP). The ECMP shall be provided to the Council for certification at least 20 working days prior to any outline plan involving earthworks being submitted. Any subsequent outline plan submitted shall be consistent with the certified ECMP. An ECMP shall not be required for investigation, geotechnical assessment, maintenance or repair work carried out subsequent to the designated land being developed for activities consistent with the purpose of the designation. The purpose of the ECMP shall be to:
  - a. Describe the methods proposed for the development of land within the ESA Designation and the programme for earthworks and construction activities, including any staging;
  - b. Provide details regarding the quantity of excavated material and the location in which it will be stockpiled, used elsewhere within the Airport, and/or transported from the site;
  - c. Describe what actions will be taken to manage the actual or potential effects arising from earthworks and construction activities including, but not limited to:
    - i. Stability controls, including measures to ensure earthworks and retaining structures are constructed incrementally to maintain stability of all slopes;
    - ii. Specific erosion and sediment control requirements proposed on the site including a plan that records key features, management and monitoring requirements;
    - iii. Stormwater runoff and waste management;
    - iv. Dust control measures to ensure there is no airborne or deposited dust beyond the land within the ESA Designation or other Airport land as a result of the earthworks and construction activities that is noxious, offensive or objectionable;
    - v. Construction traffic related movements and parking;
    - vi. In circumstances where it is necessary for heavy vehicles to make use of the public roading network, a summary of the consultation that will be undertaken with the relevant road controlling authority with the respect to the timing, route selection and volume of those heavy vehicle movements; and



- vii. Where relevant any other matters required to enable the Requiring Authority to comply with Conditions 14 (Vibration) and 15 and 16 (Construction Noise).
  - d. Provide a list of key personnel and points of contact during earthworks and construction activities including a suitably experienced Construction Supervisor. A Construction Supervisor is defined as a person with skills and experience in the construction of excavation and retaining works similar to those proposed and in similar ground conditions.
  - e. Describe how adjoining landowners will be kept informed during earthworks and construction activities and how they can provide feedback to the Requiring Authority;
  - f. Describe staff training and induction requirements to implement the ECMP;
  - g. The establishment of a complaints procedure for dealing with complaints including: the recording of complaints; acknowledgement to the complainant of receipt of their complaint and the outcome once resolved; any corrective action(s) to be taken including if non-compliance with the conditions of this designation is identified;
  - h. The adherence to any recommendations of the Archaeological Assessment report and/or archaeological work as required by Conditions 18 and 19.
18. Prior to any earthworks commencing within that part of the ESA Designation previously occupied by the Golf Course, the Requiring Authority shall undertake an archaeological assessment to identify and report on the potential for archaeological sites on the land. The Requiring Authority shall be required to implement any recommendations made in this report. Note: this may entail an exploratory archaeological authority from Heritage New Zealand Pouhere Taonga made under section 56 of the Heritage New Zealand Pouhere Taonga Act 2014.
  19. If required, the Requiring Authority shall apply for all necessary archaeological authorities under section 44(a) of the Heritage New Zealand Pouhere Taonga Act 2014 prior to the commencement of any earthworks within the Designated Area with the potential to affect archaeological remains.
  20. The ECMP must be reviewed by a Geotechnical Professional prior to being submitted to Council, to ensure that the methodology is in accordance with the geotechnical report by Beca Ltd (dated 20 Sep 2020, reference 3324206) and the geotechnical report as part of Condition 9 above. The review must be provided to the Council's Compliance Monitoring Officer when the ECMP is filed for certification.
  21. Any subsequent amendment to the ECMP shall be submitted to the Council for confirmation that it remains consistent with the requirements of Conditions 9 and 17. Any amendments to the ECMP once work starts must be approved by the following:
    - a. A Geotechnical Professional, and
    - b. Certified by the Council's Compliance Monitoring Officer.
  22. Within 10 working days following the completion of earthworks on land within the ESA Designation all areas of exposed soil will be permanently stabilised against erosion.
  23. As far as practicable all fill extracted from the site shall be stored and/or utilised within land or projects being undertaken by the Requiring Authority. If the material is to be stockpiled for a period of longer than 15 days, the material shall be suitably covered and/or rehabilitated so as to not cause a dust nuisance or generate sediment runoff.
  24. The Requiring Authority shall ensure that there is no obstruction of access to public footpaths, public berms, private properties, public services/utilities, or public reserves resulting from the earthworks and/or construction activity unless permission has been granted by the relevant property owner.
  25. All construction related plant and equipment shall be stored within the ESA Designation or other Airport land.
  26. At the completion of earthworks carried out under the ECMP the Requiring Authority shall provide the Council with an As Built Plan (or Plans) of completed earthworks. The Plan(s) shall meet the requirements of A.7 and B.18 of the Code of Practice for Land Development 2012 and as a minimum include the following:
    - a. Extent of cut and fill and depth of fill in the form of lines joining all points of equal depth of fill at appropriate vertical intervals of 0.5 metre or as appropriate;
    - b. Plans shall also show the type of fill material and any areas where buildings or foundations will require specific design together with any fill areas of low density not complying with this Code;
    - c. The position, type and size of all subsoil drains and their outlets shall also be shown;
    - d. Full sized As-Built drawings are to be supplied in AutoCAD (\*.dxf or \*.dwg), Microstation (\*.dgn) or other agreed electronic format of all earthworks;
    - e. All co-ordinates shall be in terms of the New Zealand map grid, NZTM (New Zealand Transverse Mercator), to  $\pm 0.1\text{m}$  for

all earth worked areas.

The plan(s) must be provided within one month of the earthworks / stage of the earthworks being completed.

27. A Geotechnical Completion Report (**GCR**) shall be supplied by a suitably experienced Geotechnical Professional, to the Council within one month of the earthworks or earthwork stages being completed. The report shall:
- a. Provide evidence that the land is suitable for the intended use including its ability to support services infrastructure and utilities;
  - b. Provide details of any changes that were necessary to address geotechnical or engineering problems encountered during the earthworks;
  - c. Confirm that the completed earthworks reflect current engineering guidelines and standards including, but not limited to, NZS4431:1989;
  - d. A statement of professional opinion that any unretained cuts and/or slopes are considered stable with respect to the future use, and that the risk of instability is as low as reasonably practicable.

*Note: For the avoidance of doubt conditions 14 - 27 shall not apply to subsequent earthworks associated with any maintenance or repair work on land within the ESA Designation.*

### **Building and Structures**

28. The Requiring Authority shall ensure that buildings or structures on land within the ESA Designation shall not exceed a height limit of 10m (from finished ground level) and shall be located at least 5m from any adjoining residential area. This condition shall not apply to navigation and safety aids, monitoring stations, lighting and telecommunications facilities, fencing or retaining wall structures.

### **Aircraft Operations Noise**

29. The Requiring Authority shall ensure that Aircraft Operations and the operation of Auxiliary Power Units (**APUs**) on land within the ESA Designation are managed so that the rolling 90-day average 24 hours night-weighted sound exposure does not exceed a Day/Night Level (L<sub>dn</sub>) of 65 dB outside of the ESA Compliance Line identified on **Figure 1** below. In assessing compliance with this limit account shall be taken of the cumulative effect of all aircraft operations and APUs from the Airport. All terminology shall have the meaning that may be used or defined in the context of NZS:6805:1992 Airport Noise Management and Land Use Planning (**NZS:6805:1992**).
30. The following aircraft operations shall be excluded from the calculation of the rolling 90 day average described in Condition 29:
- a. Aircraft operating in an emergency;
  - b. The operation of emergency flights required to rescue persons from life threatening situations or to transport patients, human vital organs, or medical personnel in a medical emergency;
  - c. The operation of unscheduled flights required to meet the needs of any state of emergency declared under the Civil Defence Emergency Management Act 2002 or any international civil defence emergency.



**Figure 1: ESA Compliance Line**

#### Land Based Noise

31. The Requiring Authority shall ensure that the noise emission levels arising from any activity (other than aircraft operations and the operation of APUs) from within the ESA Designation, when measured at any residential site, shall not exceed the following limits:
- All days 7am to 10pm 55 dB LAEQ (15 MIN);
  - At all other times 45 dB LAEQ (15 MIN);
  - All days 10pm to 7am 75 dB LAFmax.

For the purposes of calculating compliance with this limit, the cumulative effect of noise generated from all land based activities undertaken within the Airport, other than aircraft operations, the operation of APUs and any engine testing shall be taken in account.

#### Noise Compliance Monitoring

32. The Requiring Authority shall demonstrate compliance with Condition 29 by undertaking continuous noise monitoring at a location in the relevant area shown in Figure 1. At this location the rolling 90-day average Ldn noise level from aircraft operations and the operation of APUs shall not exceed the corresponding level determined to correlate with 65 dB Ldn at the ESA Compliance Line. This level shall be determined once the noise monitor location is finalised and shall be recorded in the Airport Noise Management Plan. Noise shall be measured in accordance with NZS 6805:1992. Noise monitoring data shall be made publicly available on the Requiring Authority's website.

#### Noise Mitigation Measures

33. The operation of APUs on land within the ESA Designation shall be restricted to a period not exceeding 15 minutes after the aircraft has stopped at the gate and 15 minutes prior to leaving the gate. For the avoidance of doubt, noise from APUs is

subject to the noise limit in Condition 29.

34. There shall be no aircraft engine testing, take-off or landing on land within the ESA Designation.
35. There shall be no operating of APUs on land within the ESA Designation between the hours of 10pm and 7am, apart from aircraft under tow. Where aircraft are under tow the use of the APU shall cease as soon as reasonably practicable after completion of the tow.  
*Note: It is expected that instances where aircraft need to be towed within the ESA between these hours will be rare.*
36. Any aircraft stand on land within the ESA Designation shall have a Plug-in Ground Power Unit (**GPU**) available.
37. The Requiring Authority shall ensure that there are no aircraft operating under their main engine power within the ESA Designation between the hours of 10pm and 7am.
38. The Requiring Authority shall amend its ANMP in line with conditions 29 - 37 as soon as reasonably practicable once the ESA Designation is confirmed. Additional operational procedures shall subsequently be developed and included in the ANMP once the demand for night-time GSE operations on the eastern stands and the types of equipment are known.
39. Without in any way limiting its obligations to fully comply with the conditions attaching to this designation, the Requiring Authority shall update its ANMP which describes in detail how it proposes to manage the Airport in order to comply with the relevant noise conditions, including any relevant noise related conditions that attach to any other Wellington Airport designation. The updated ANMP shall be submitted to the Council for certification within six months of this Designation being confirmed. Any subsequent alteration or update to the ANMP shall also be subject to this certification requirement. Certification shall follow the procedures set out within Condition 3.
40. Prior to construction activity occurring to the east of the line shown on the map within Attachment 2, or prior to land within the ESA Designation being used to facilitate Code C (or larger) Aircraft (whichever is the earlier), the Requiring Authority shall offer to install mechanical ventilation to habitable rooms of those residential dwellings listed in Attachment 2 in accordance with Condition 41. Where the property owner accepts this offer, the requiring authority shall meet the full cost of this ventilation work. For the avoidance of doubt, the offer and outcomes from the ventilation work shall be to no less a standard than similar home ventilation packages provided under the Wellington Airport Quieter Homes programme (as at 2021).
41. An offer made under Condition 40 shall remain open for acceptance by the landowner for a period of 12 months. If the landowner declines or fails to accept the offer within 12 months, they may request to take up the offer at a later date by notifying the Requiring Authority. Acceptance of such a request shall not unreasonably be withheld by the Requiring Authority.
42. Any habitable room within any dwelling listed in Attachment 2 with openable windows and where the owner of the property accepts the offer to provide mechanical ventilation, must be provided with a positive supplementary source of fresh air ducted from the outside of the habitable room. The supplementary source of fresh air is to achieve a minimum of 7.5 litres per second/per person.
43. Prior to the offers under Condition 40 being made, the Requiring Authority shall prepare an ESA Noise Mitigation Plan (**NMP**) detailing the processes to implement Conditions 40 - 42.

### Lighting

44. The Requiring Authority shall ensure that any direct or indirect illumination of outdoor areas associated with non aviation activity is managed so that it is in accordance with AS/NZS 4282:2109 'Control of the obtrusive effects of outdoor lighting', for Environmental Zone A4. For the avoidance of doubt any lighting controlled by Civil Aviation rules shall not be controlled by this condition. At the completion of all work undertaken to illuminate outdoor areas (not controlled by Civil Aviation Rules) the Requiring Authority shall provide a report to the Council that confirms that the work meets the requirement of AS/NZS 4282:2109 as appropriate.

### Network Utilities

45. Prior to the commencement of any project or work which involves earthworks or construction activities on land within the ESA Designation, the Requiring Authority shall prepare or update a Network Utilities Management Plan (**NUMP**) for the project. The purpose of the NUMP shall be to inform the relevant network utility providers that enabling work, design, and construction of any project, takes account of (and includes measures to address) the safety, integrity, protection (or where necessary) relocation of existing network utilities. The NUMP shall also include the location of any existing underground network utilities within the project area; a requirement to consult with any relevant network utility provider; a requirement to inform all construction personnel, including contractors of the presence and location of any existing network utilities which traverse, or are in close proximity to the project area; and any restrictions in place in relation to those existing network utilities.
46. Where it is likely that work on land within the ESA Designation will adversely affect the operation of any Airways Corporation of New Zealand's electronic or visual navigation aid or air traffic service facility, the requiring authority shall consult with Airways Corporation of New Zealand to ensure that the requirements of the Parties' respective obligations under Civil Aviation

of New Zealand Rules 139.121 and 172.57 (and any subsequent amendment) are met.

**Lapse**

47. The designation shall have a lapse period of 10 years from Monday 18th July 2022.

**De-Carbonisation Considerations**

48. The Requiring Authority shall investigate and implement actions that contribute to an ongoing reduction of its carbon footprint. The Requiring Authority shall prepare a report that details these actions on an annual basis and shall submit it to the Council. The reporting shall include but not be limited to:

- a. Measurement and reporting of the Requiring Authority’s operational emissions in accordance with the Airport Carbon Accreditation organisation commencing at Level 2;
- b. Decarbonisation initiatives being implemented by the Requiring Authority;
- c. Any other central or local government statutory reporting obligations;
- d. Details of the Requiring Authority’s memberships or other commitments (e.g. the Airport Carbon Accreditation or similar);
- e. Embedded emissions from construction activity.

**Other Designations**

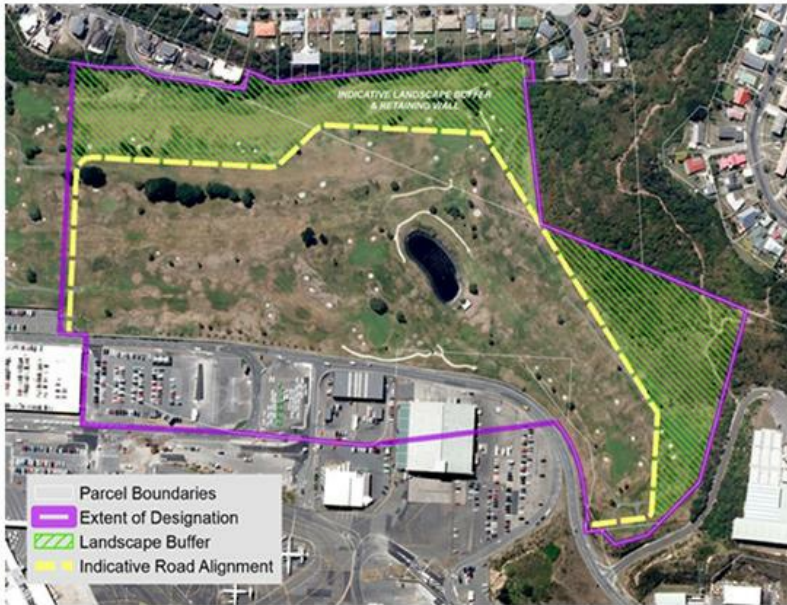
49. Upon confirmation of this notice of requirement the Requiring Authority shall uplift that part of designated Airport Land [insert main site designation reference once known] that overlaps with land within the ESA Designation depicted within the hatched area in black in Figure 2 below.



**Figure 2: Extent of Designation and Proposed Airport Purposes Designation Boundary Overlaid**

**Attachment 1 - Extent of the Designation**

**Attachment 1 – Extent of the Designation**



**ATTACHMENT 2 – AFFECTED PROPERTIES AND CONSTRUCTION LINE FOR VENTILATION OFFERS**

Number	Street
8	Bunker Way
10	Bunker Way
12	Bunker Way
14	Bunker Way
15	Bunker Way
16	Bunker Way
17	Bunker Way
19	Bunker Way
21	Bunker Way
40	Raukawa Street
40A	Raukawa Street
42	Raukawa Street
44	Raukawa Street
44A	Raukawa Street
46	Raukawa Street
46A	Raukawa Street
48	Raukawa Street
48A	Raukawa Street
50	Raukawa Street
50A	Raukawa Street
50B	Raukawa Street
50C	Raukawa Street
52	Raukawa Street
52A	Raukawa Street
54	Raukawa Street
54A	Raukawa Street
56	Raukawa Street
56A	Raukawa Street
1/58	Raukawa Street
2/58	Raukawa Street
58A	Raukawa Street
60	Raukawa Street
62B	Raukawa Street
62A	Raukawa Street
64	Raukawa Street
66	Raukawa Street
68	Raukawa Street
70	Raukawa Street
72	Raukawa Street
74	Raukawa Street
76	Raukawa Street
77	Raukawa Street
79	Raukawa Street
10	Kekerenga Street
12	Kekerenga Street
14	Kekerenga Street
16	Kekerenga Street
18	Kekerenga Street
20	Kekerenga Street
22	Kekerenga Street
24	Kekerenga Street
26	Kekerenga Street
28	Kekerenga Street
30	Kekerenga Street
32	Kekerenga Street
34	Kekerenga Street
36	Kekerenga Street
38	Kekerenga Street
40	Kekerenga Street
42	Kekerenga Street
44A	Kekerenga Street
46	Kekerenga Street
48	Kekerenga Street
48A	Kekerenga Street

