100 HALSEY

CONSTRUCTION MANAGEMENT PLAN



McGuinness Limited
BUILDING CONTRACTORS

October 2026

CONTENTS

Management Plans Summary		Page 03
SECTION 1.0	Introduction, CMP Objectives, Project Scope	Page 04
SECTION 2.0	Methodology, Project Phasing	Page 05
SECTION 3.0	Site Planning and Logistics	Page 16
SECTION 4.0	Proposed Traffic Management Plan	Page 21
SECTION 5.0	Roles and Responsibilities	Page 22
SECTION 6.0	Complaints Procedure	Page 23
SECTION 7.0	Protection of Existing Structures	Page 24
SECTION 8.0	Health and Safety Management	Page 25
SECTION 9.0	De-Watering Management Plan	Page 29
SECTION 10.0	Monitoring Plans	Page 30
SECTION 11.0	Appendices:	Page 31
	A. LTM Health and Safety Procedures	Page 32
	B. Crane Locations	Page 37



MANAGEMENT PLANS | Summary

Construction Management Plan (CMP)

Overall construction methodology, staging, public interfaces and environmental controls. Final CMP requires Council certification.

Construction Traffic Management Plan (CTMP)

Staged access, truck routes, deliveries and road-corridor controls, with safe pedestrian routes and Auckland Transport approvals.

Construction Noise and Vibration Management Plan (CNVMP)

Sensitive receivers, activity limits, plant controls, monitoring and neighbour communication. Related HSE measures also control dust.

Erosion and Sediment Control Plan (ESCMP)

Stabilised access, runoff separation, sediment treatment and dust suppression, with inspections and approved discharge controls.

Contamination Site Management Plan (CSMP)

Testing, soil segregation, worker protection, groundwater treatment, unexpected discoveries and tracked disposal to authorised facilities.

De-Watering Management Plan

Groundwater collection, pumping, treatment, testing and permitted discharge, with extra capacity for heavy rain.

Health and Safety Management Plan (HSMP)

Project responsibilities, risk controls, contractor induction, worker engagement, critical risks, inspections and incident management.

Emergency response and rescue plans

Response roles, escalation, evacuation, drills and spill controls. Work at height requires an associated rescue plan.

Monitoring Plans

Weather and dust checks, control inspections, supervised pumping, water-quality testing, maintenance and site records.

Construction Phase Plan

Methods to protect neighbouring structures and vehicles, supported by condition surveys, engineering advice and monitoring.

Site Travel Management Plan

Separate operational plan for occupant travel, parking management and travel surveys, updated for final tenancies and facilities.

Site, phasing and supporting environmental plans

Building-by-building logistics, hoardings, access, loading and crane locations. The HSMP also calls for supporting environmental plans.

Plans remain subject to detailed design, specialist input, final consent conditions and applicable approvals.

SECTION 1 | Introduction, CMP Objectives, Project Scope

LT McGuinness have been engaged for the Pre-Construction Services for the commercial development of 100 Halsey in Wynyard Quarter, Buildings 1 to 5.

The following LT McGuinness Construction Management Plan is intended to outline and inform the procedures and strategies that will be used to undertake the project scope, as well as mitigations during construction to the neighbourhood & environment.

The Final CMP that will be prepared pursuant to the proposed conditions of resource consent for certification by Auckland City Council will include the more specific Construction Traffic Management Plan and Construction Noise and Vibration Management Plan. These specific management plans will be prepared with expert input from traffic and noise experts.

Project Scope

- B1 – Headlands: Premium commercial office building with ground-floor retail/F&B, lobby, and end-of-trip facilities.
- B2 – Breakwater: Technology/ data centre building with supporting commercial frontage.
- B3 – Foreshore: Large multi-tenant commercial office building centred around a major public atrium, retail/F&B spaces and roof terraces.
- B4 – Grove: Commercial office tower with ground-floor retail activation, end-of-trip facilities
- B5 – Estuary: Commercial office building with retail frontage

Objective

- Outline a construction methodology for the project.
- Identify any works during the construction period that have the potential to impact on the local environment.
- Demonstrate management procedures to deal with the potential effects of construction activity on the local environment.
- Establish how public interface will be managed.
- Always ensure the safety of public during the works.
- Outline potential issues and corrective procedures in consultation between neighbouring buildings, public and contractors.



Building Build order

The projects are currently intended to be built in the following sequence

- B1 Headlands and B2 Breakwater are to be staged in the first phase of the build sequence.
- B3 Foreshore will follow on upon completion of B1 and B2
- B4 Grove and B5 Estuary are currently planned to be the last buildings to be built in the development, these buildings may be built individually or at the same time depending on the project requirements.

SECTION 2 | Methodology, Overview

The Site

The 100 Halsey Street site is located within the Wynyard Quarter on Auckland waterfront. The adjacent access roads of Pakenham St, Halsey St and Gaunt Street provide potential access routes. As the project moves through the various construction stages detailed within his CMP, site access will be provided by the adjacent street to the building site

The site is expected to contain reclaimed ground conditions, high water table, contaminated fill, dense services infrastructure. Mitigation of how these conditions will be managed detailed in the CMP. Adjacent the site are occupied commercial and public spaces that will require specific management strategies, such as Traffic Management plans, appropriate and well managed hoardings, the use of pedestrian gantries to ensure the construction work can safely progress.

The precinct comprises five proposed buildings these are: B1 Headlands, B2 Breakwater, B3 Foreshore, B4 Grove and B5 Estuary. The NZ Bus facility will remain fully operational throughout construction, with loading, truck deliveries and office access always maintained, however as the buildings progress the footprint of the NZ Bus facility will reduce. This has been considered in the delivery staging for the development.

Each construction stage will be served by a manned gatehouse controlling logistics planning and vehicle movements in and out of the site. Security sign-in for workers and visitors will be based at the site village within the hoarded area. Wheel wash facilities will be positioned at each exit point to treat vehicles leaving the site, with dust screening and water misters used as required across the site to protect the neighbouring properties and public during construction.

Establishment of the site perimeter hoarding will be installed as per the Site Plan, a walkthrough with the client and Auckland Council to confirm both look and feel and compliance with Auckland Transport requirements. This process will include coordination of CCTV, lighting and potential artwork to reduce the impact of the hoarding to the surrounding neighbourhood.

Construction Methodology Framework

The methodology for the buildings will generally be structured around five key stages, applied to each building in turn and described in detail on the following pages: Stage 1 Site Establishment; Stage 2 Confirm Methodology; Stage 3 Foundations, Basement and Ground Floor; Stage 4 Superstructure, Facade, Services and Finishes; and Stage 5 Completion, Commissioning, Defects and Handover.

The preliminary CMP is for the balance of the proposed works and indicates the likely measures needed to avoid or appropriately mitigate the adverse effects of construction activities. The Final CMP that will be prepared pursuant to the proposed conditions of resource consent for certification by Auckland City Council will include the more specific Construction Traffic Management Plan and Construction Noise and Vibration Management Plan. These specific management plans will be prepared with expert input from traffic and noise experts

SECTION 2 CONT. | Methodology, Typical Building Phasing for B1-B5

Each construction stage in the Halsey Street development will be constructed using the staging noted below

- Stage 1 – Site establishment: site hoardings, gantries and site offices; establish and re-establish utility connections; prepare surrounding infrastructure and ground for construction works.
- Stage 2 – Confirm methodology: confirm construction methodology and temporary works design; confirm programme of works; obtain Auckland Council and Auckland Transport consents and approvals.
- Stage 3 – Construction of foundations, basements as required and ground floor: including bulk excavation; retention and piling; inground building services; tanking, raft slabs, basement walls and concrete foundations.
- Stage 4 – Construction of the building structure, comprising: structural frame; composite concrete flooring systems; cores and risers; building services; lifts; roofing; facade; finishes; site works.
- Stage 5 – Completion, defects, commissioning and handover.

The following pages set out specific construction activities associated with the above staging. All of this will be subject to further review through subsequent detailed design packages and a full review on award of the construction contract.

Stage 1: Site Establishment

Site establishment for each building stage begins with the installation of 3m high perimeter hoardings, protection gantries to the adjacent footpaths and site offices and welfare installed above the gantries to preserve working area within the constrained site footprint. Manned vehicle gates, wheel wash facilities and the site village are set out in accordance with the phasing plans.

Existing services within the footprint are located, proven and terminated or diverted in coordination with the relevant utility providers. Given the reclaimed nature of the site and the density of existing infrastructure, investigative potholing will be undertaken early and progressively. A pre-construction condition survey of adjacent buildings, footpaths, kerbs and roads will be completed and where required vibration and noise datums established to provide a baseline against consent conditions prior to any ground disturbance.

Stage 2: Confirm Methodology

Confirm the methodology, programme and engineered temporary works, including retention, crane exclusions, dewatering, contamination controls and building interfaces. Obtain Auckland Transport approval for specialist traffic plans and separate stormwater connection approval. Finalise the contractor ESCP from the September 2026 T+T report with the geotechnical assessment and Contamination Site Management Plan. Install controls before each earthworks stage.

SECTION 2 CONT. | Methodology, Typical Building Phasing for B1-B5

Stage 3: Foundations, Basement and Ground Floor

Install environmental controls and any applicable validation testing of the contaminated soils will be undertaken before earthworks starts in each stage. Once complete an initial 500 mm site strip will be taken across the site. B1 has no basement, B2 and B3 have one basement level, and B4 and B5 have two. Indicative earthworks total approximately 58,770 m³, mainly cut to waste, subject to detailed design. Confirm piling levels and retention sequencing with the engineers. The proposed CFA or secant piled retention scheme precedes basement excavation. Battered excavation is not proposed because of groundwater, ground conditions and adjacent boundaries.

Maintain silt and dust controls and stabilised haul routes during excavation. Load excavated material directly into trucks where practicable to minimise stockpiling. Apply the Contamination Site Management Plan to excavation and cartage, including segregation, covered stockpiles, dust suppression, waste tracking and disposal to authorised facilities. Confirm material reuse and fill requirements during detailed design.

Handle potentially contaminated groundwater separately from rainwater runoff. Direct excavation water to low points and pump it to secondary treatment devices, with contaminant-specific treatment and pH adjustment where required. Confirm acceptable water quality before discharge. Stormwater discharge requires suitable treatment and approval, while trade-waste discharge requires a separate Watercare permit. Confirm pump arrangements and capacity through the final methodology rather than assuming a wellpoint system or sewer discharge route. Refer to Section 9 for the dewatering controls.

Confirm the basement tanking system with the design and contamination specialists. Once excavation reaches design depth, construct the tanking, final basement walls and floor.

SECTION 2 CONT. | Methodology – Stage 4

Stage 4: Superstructure, Facade, Services and Finishes

Works above the basement slab commence with the ground floor structure. Tower cranes will be erected in accordance with the phasing plans, with all lifting undertaken from within the site boundary. B1 and B2 share a single crane where constructed sequentially, B3 requires two cranes positioned either side of the building, and B4 and B5 are served by a single crane in a common location. Permissions and lifting exclusions will be agreed and obtained prior to erection of each crane, with particular regard to the bus depot and adjacent occupied buildings.

The buildings are based on a structural steel framed solution with composite concrete floor construction. Steel columns and beams are fabricated offsite and erected in a rolling sequence floor by floor, with braced frames located adjacent the cores to provide lateral stability. Floors are formed using profiled steel decking with an insitu reinforced concrete topping, propped and poured progressively behind the steel erection, providing an early working platform and allowing following trades to commence at lower levels while the frame advances above. Precast flooring may be adopted in selected areas where it suits the layout and crane capacity.

The facade package follows the structure floor by floor, with scaffold and access arrangements coordinated so that cladding installation can commence at lower levels while the curtain wall installation continues above. Indicative facade materials comprise a curtain wall system to the upper levels over a solid base build-up. Achieving a weathertight building envelope as early as practical is a key programme driver, as it releases the interior works and protects the internal finishes.

Building services installation runs in parallel with the structure and facade, commencing with inground and riser works and progressing floor by floor behind the weathertight line. Services routes, risers and plant spaces require early coordination and spatial planning, including seismic restraint, acoustic separation and access for maintenance. General fitout works follow the services first fix, working from the lower levels upward.

Stage 5: Completion, Commissioning, Defects and Handover

Commissioning of the building services will be a significant phase of the works and will start as each building nears completion. Consultant inspections, completion documentation, as-built and operation and maintenance documentation, training and project handover will follow commissioning. A defects liability period will be managed with a dedicated team and a formal register and close-out process.

Landscaping and Public Realm

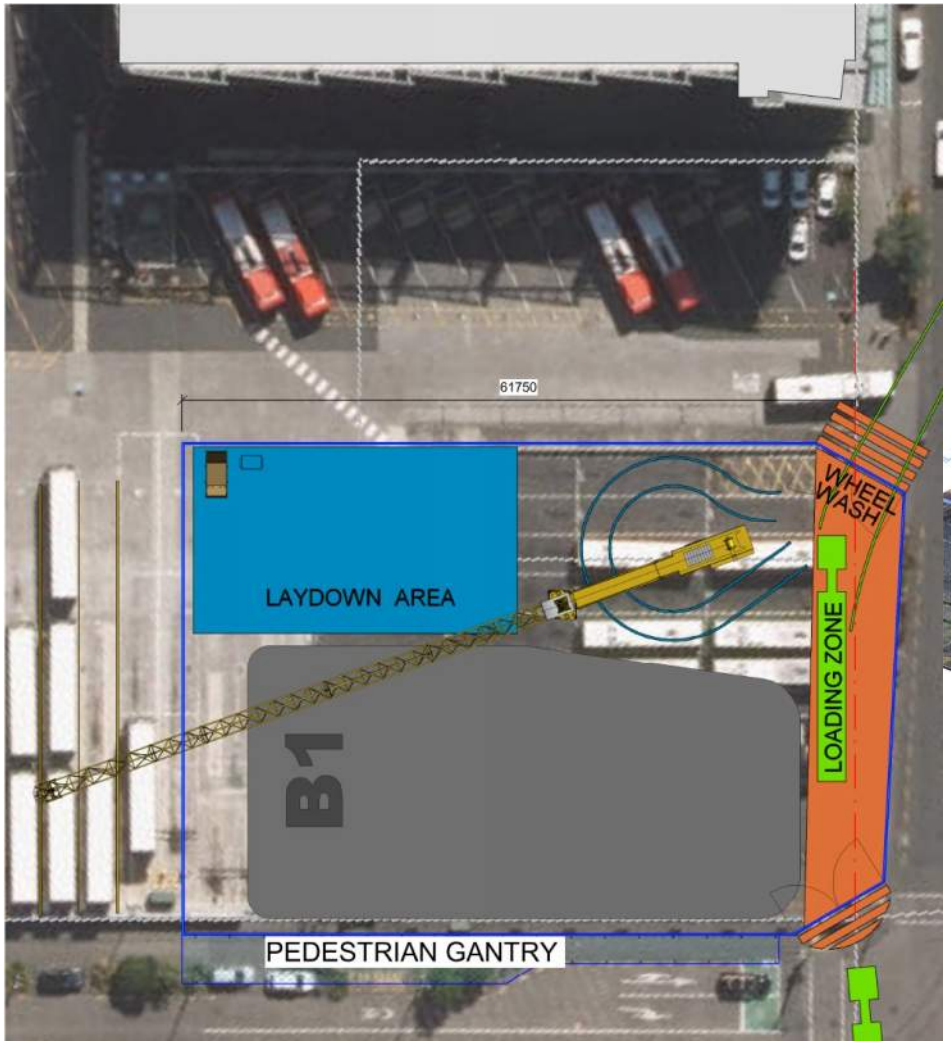
The landscaping package follows behind the construction of each building and is a significant scope including civil works, natural stone paving, planting, hard outdoor furniture, walls, stairs, screening and carparking areas.

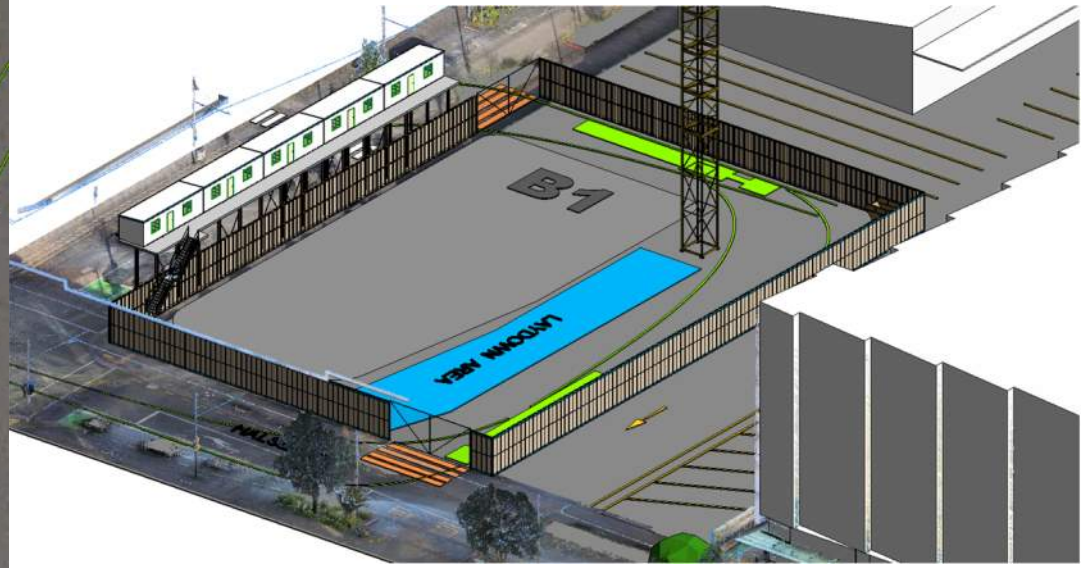
Precinct Staging

Each building progresses through Stages 1 to 5 in turn, with overlaps between stages where the site can safely accommodate concurrent activity. B1 and B2, and B4 and B5, may each be run concurrently, in which case two cranes are used and access is taken from Gaunt Street with welfare and offices held within the site compound. The full programme of works will be confirmed following detailed design, confirmation of scope and a full project tender.

SECTION 2 CONT. | Project Phasing

Building 1

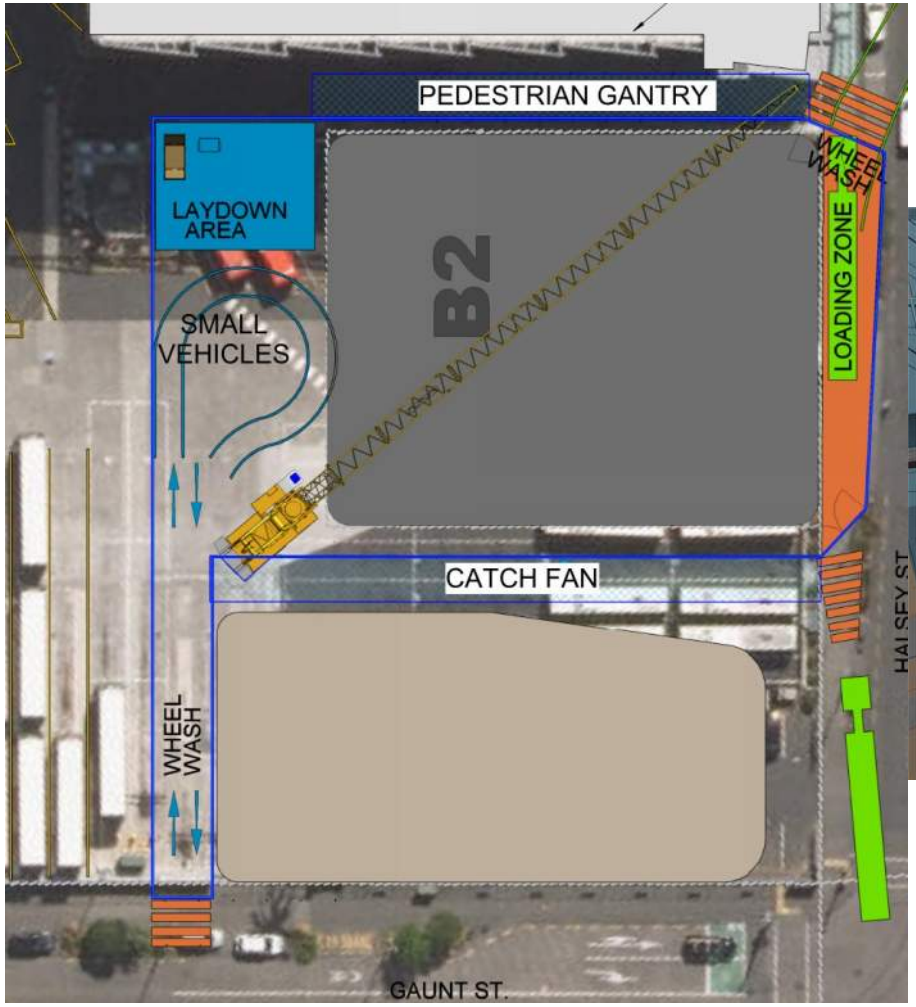




Live Model link: Building B1

SECTION 2 CONT. | Project Phasing

Building 2

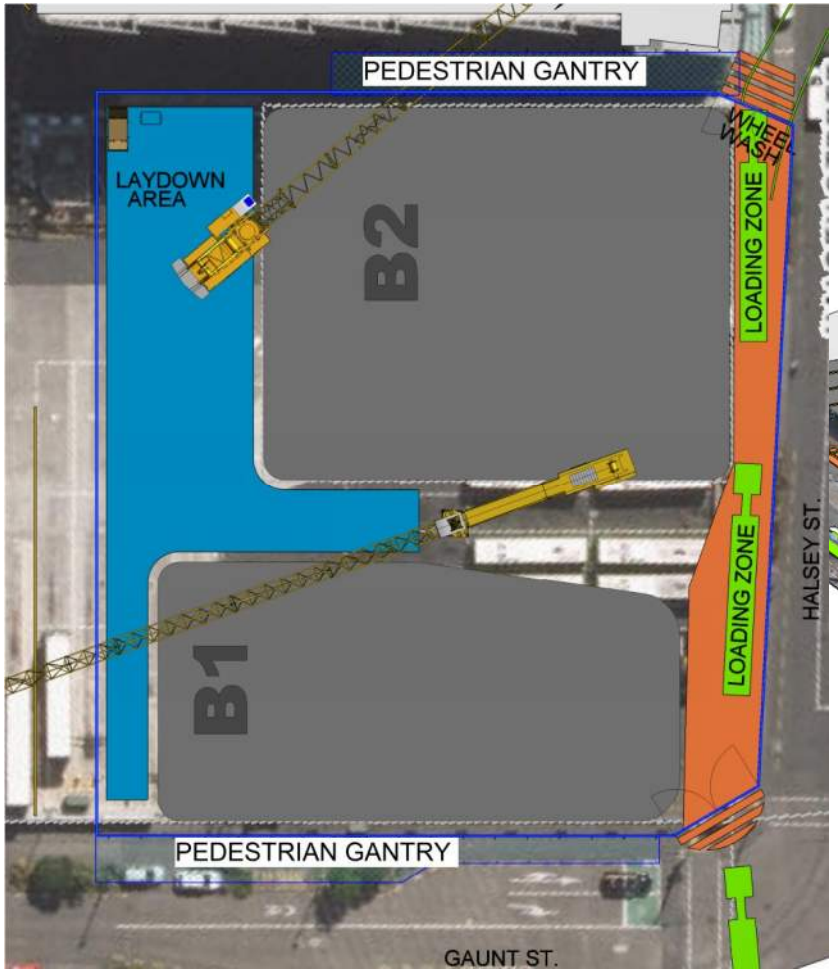




Live Model link: [Building B2]

SECTION 2 CONT. | Project Phasing

Building 1 & 2





Live Model link: [Building B1+B2]

SECTION 2 CONT. | Project Phasing

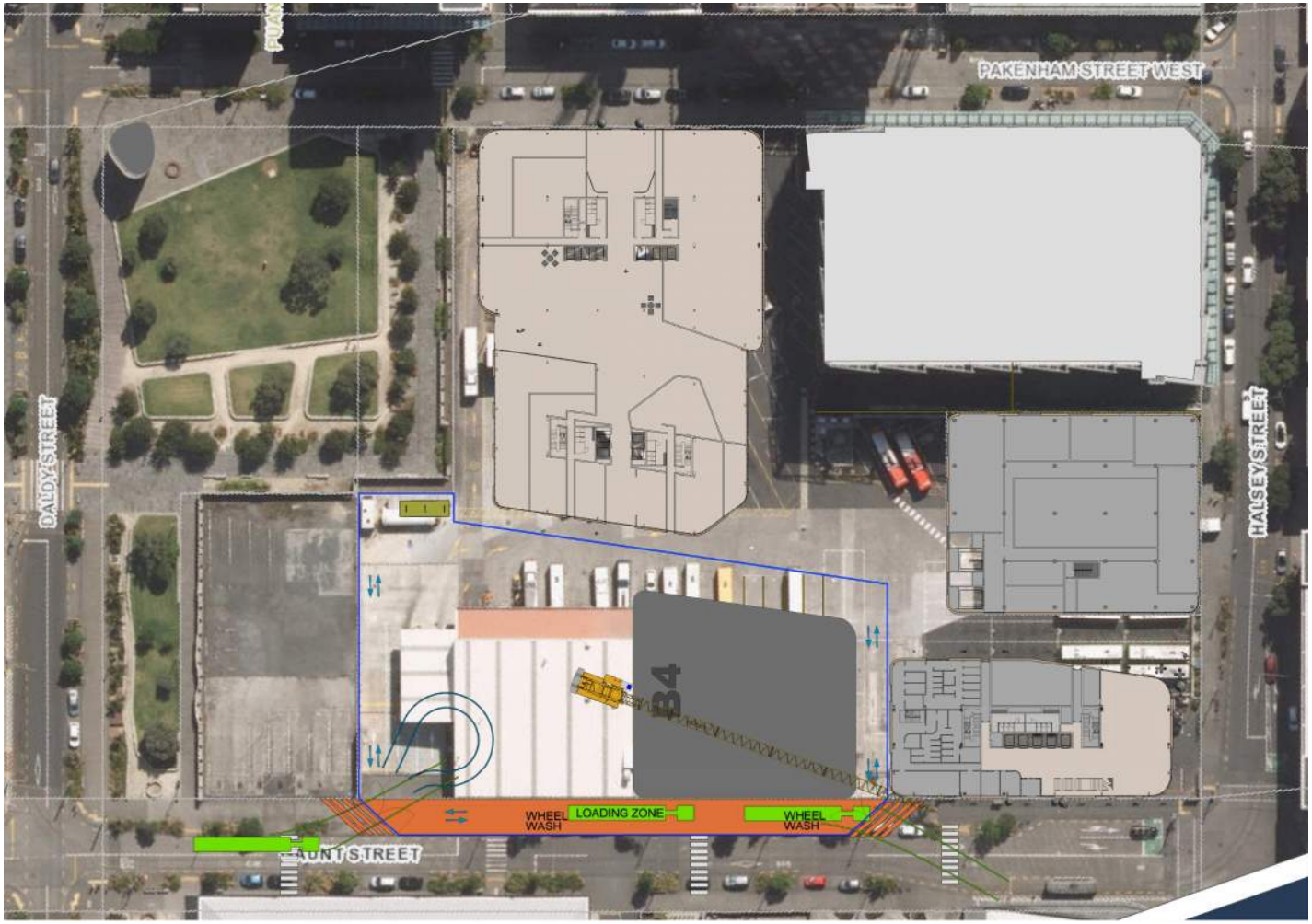
Building 3



Live Model link: Building B3

SECTION 2 CONT. | Project Phasing

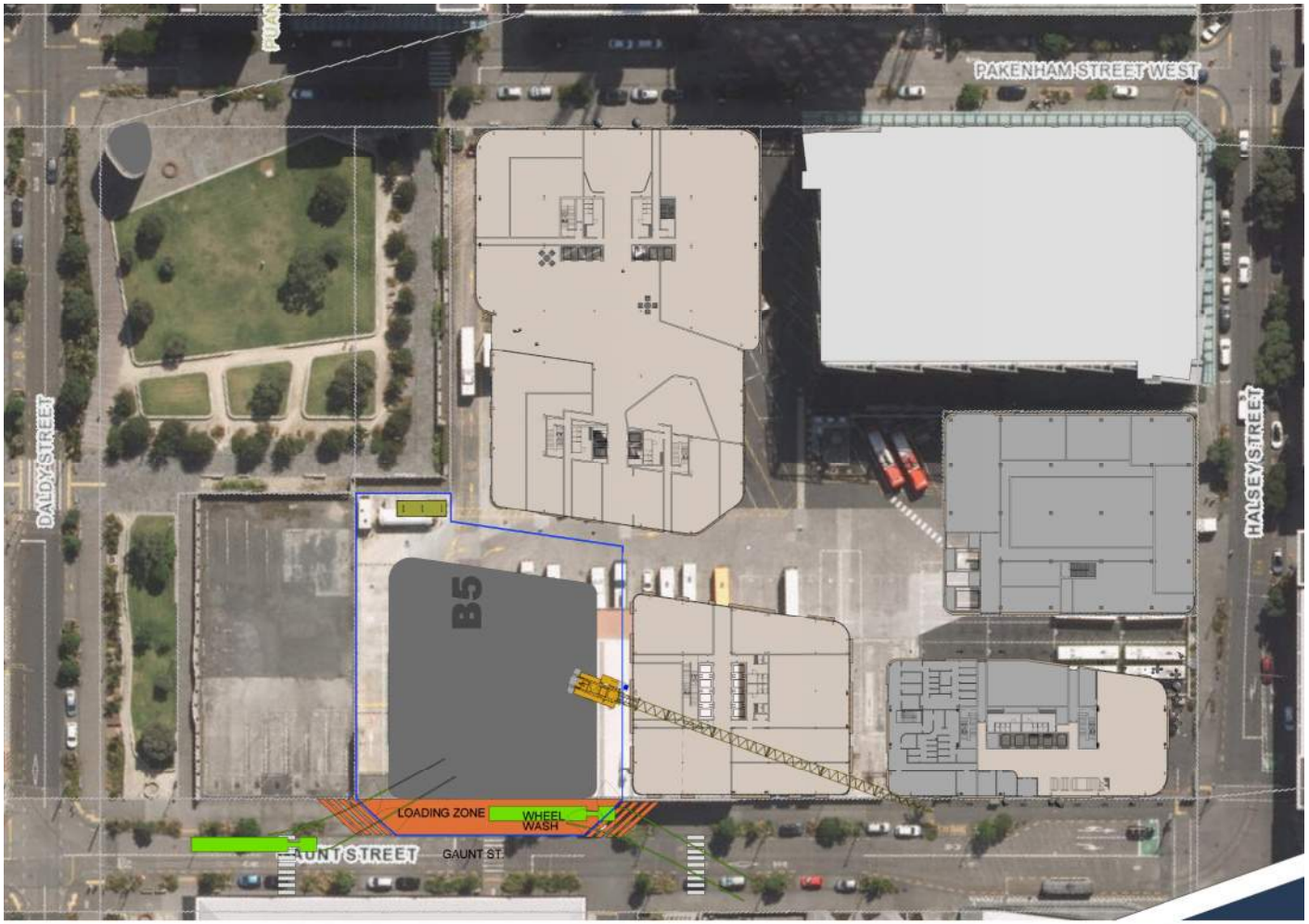
Building 4



Live Model link: Building B4

SECTION 2 CONT. | Project Phasing

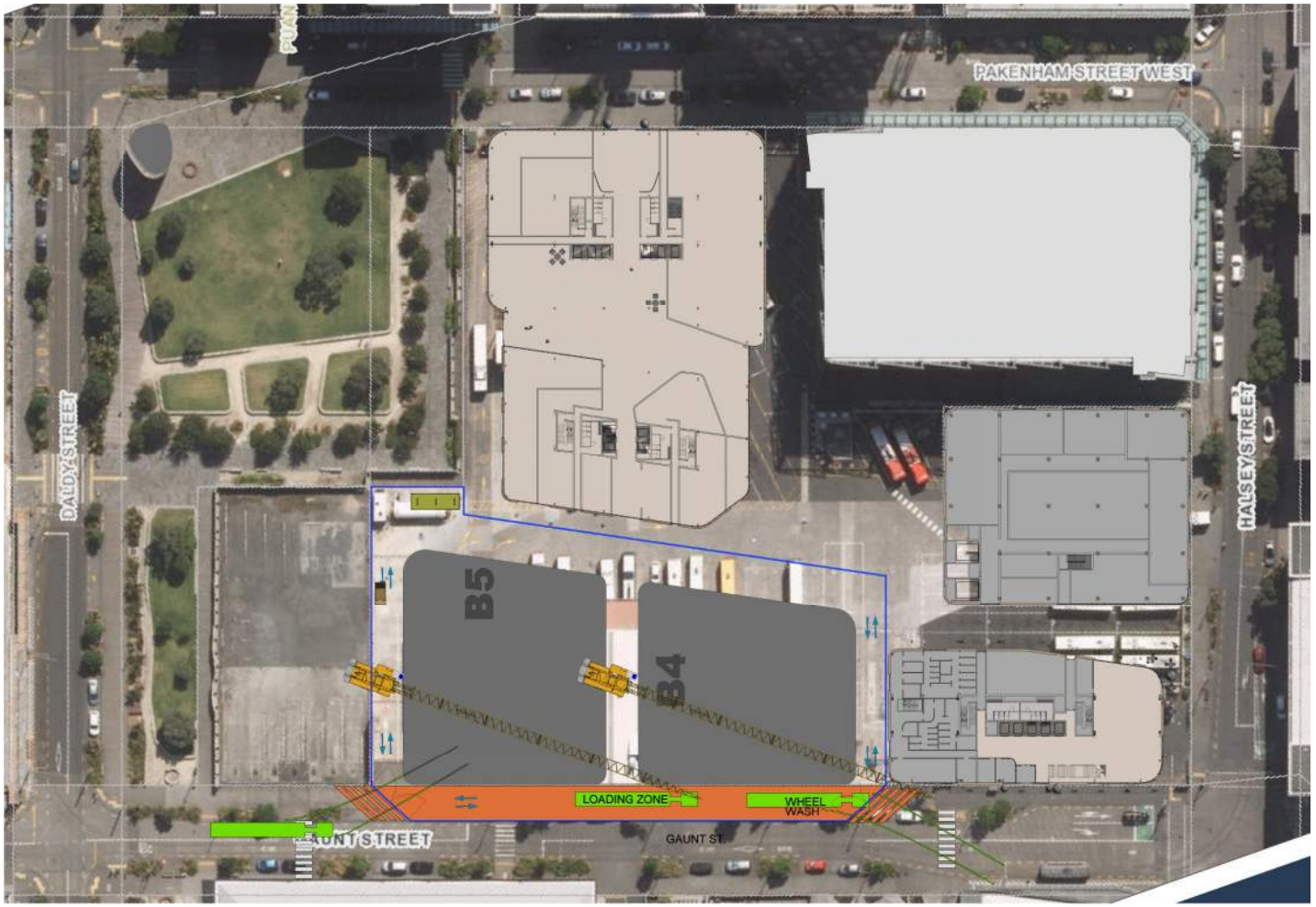
Building 5



Live Model link: Building B5

SECTION 2 CONT. | Project Phasing

Building 4 & 5



Live Model link: Building B4+B5

SECTION 3 | Site Planning and Logistics

General logistics

LT McGuinness's site planning and logistics approach will support safe, efficient construction while maintaining traffic and pedestrian movement around the site. The following plans outline access and delivery arrangements for each building, including loading zones, site facilities and crane operations.

A specialist traffic contractor will design temporary loading zones and access points in line with the proposed layouts. Hoardings, gantries and fences will separate construction activities from the public, with clear sightlines, lighting and CCTV supporting perimeter safety and security.

Environmental controls will address dust, sediment and site water, including wheel washing and protection of adjacent drainage. The Contamination Site Management Plan and pre-works testing will inform the controls, with contaminated groundwater kept separate. LT McGuinness will confirm raingarden protection requirements with T+T to resolve the report and drawing discrepancy.

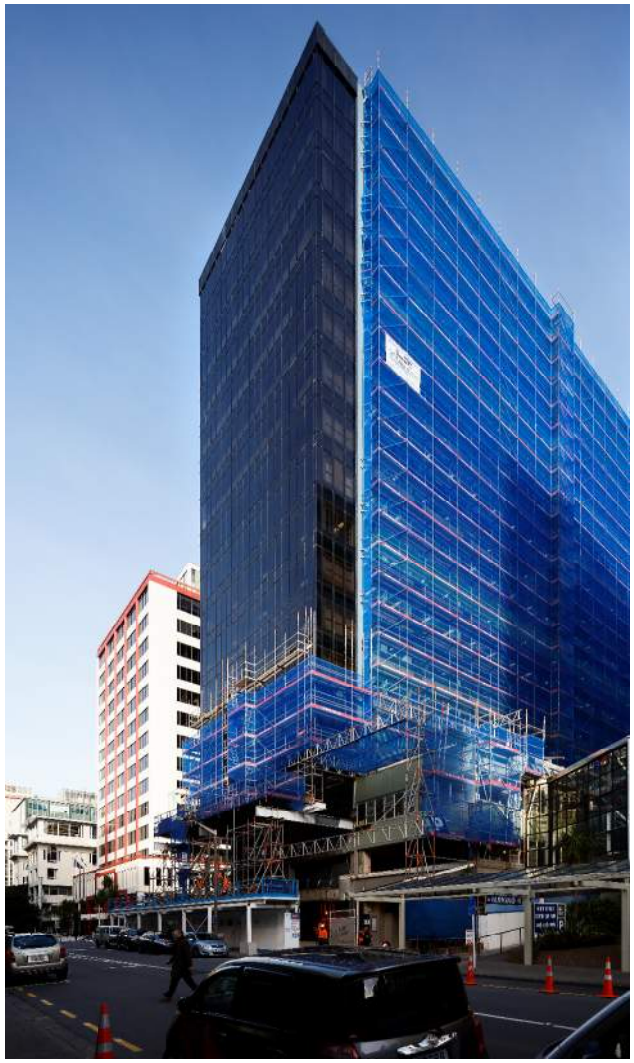
Building 1

During Construction of Building 1, a loading zone will be installed on Halsey Street for large deliveries. Small deliveries and site access will be via a gate on Gaunt Street. Site offices will be erected on top of the pedestrian gantry on Gaunt Street. Timber hoardings will be erected around the site with secured gates. Pedestrian gantries will have full illumination, no hidden areas, full visibility to the other end and exit areas.

A tower crane will be utilised for the project with all lifting undertaken from within the site boundary.

Building 2

During construction of Building 2, the site entrance for vehicles will be maintained on Gaunt Street following the completion of Building 1. The loading bay to Halsey will be moved along Halsey Street and if possible the same tower crane will be utilised for B2 as was used on B1.



SECTION 3 CONT. | Site Planning and Logistics

Building 1 & 2 – Concurrent Construction

If staging for B1 & B2 is decided to run concurrently there will be a loading bay running the full length of B1 & B2 on Halsy Street, maintain access to the Travelodge loading dock. 2 cranes will be in use for the duration of the works. Site access will mainly be from Gaunt Street.

Building 3

During construction of B3, hoardings will be erected around the perimeter of the site with a manned gate on Pakenham Street West. Vehicles will access the site via Pakenham Street West, with large vehicles turning to exit out the same way, but larger vehicles by agreement exiting via the bus depot onto Gaunt Street. Wheel washes will be kept with the site compound so that dust and debris does not enter the bus station or public areas. Two tower cranes will be erected, one each side of the building. The bridge link phasing of B3 will be planned for the end of the construction programme.

Building 4

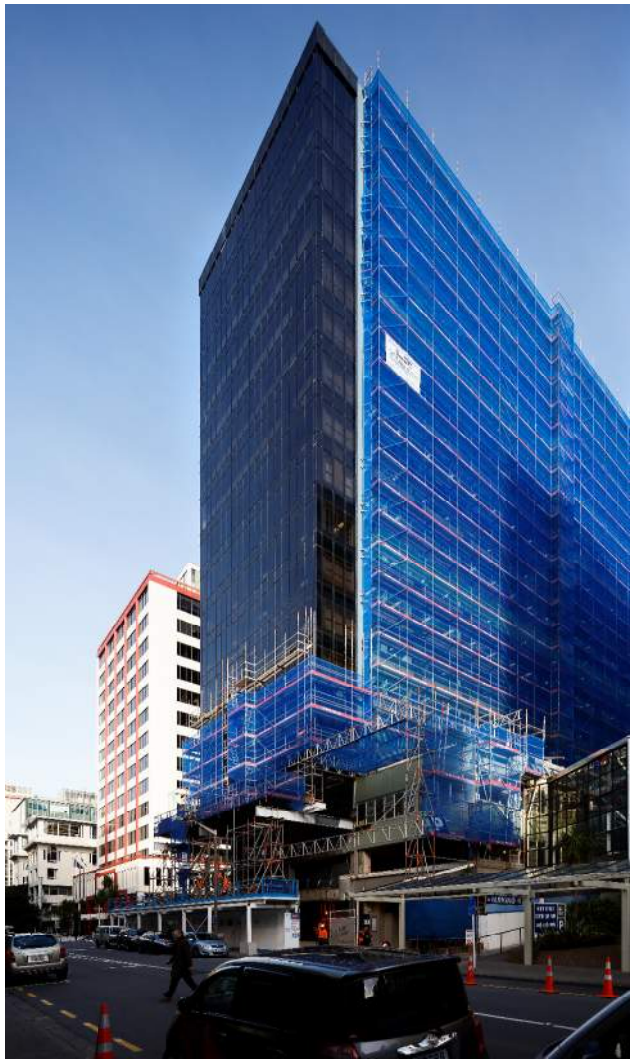
Construction of B4 having less site area will constitute the need for an external loading zone on Gaunt Street for delivery of materials and unloading. The site again will be fully hoarded including the external loading zone. A vehicle entrance for smaller vehicles will be within the site compound for turning and exiting controlled by a full time gate man. One Tower crane will be utilised.

Building 5

Construction of B5 if staged last will be the most constrained site and will utilise the same external loading zone on Gaunt Street for delivery of materials and unloading as B4 albeit reduced. The site hoarding will be adapted to close the site off from the completed Building 4. No small vehicle access will be possible, all deliveries will be within the loading bay on Gaunt Street. One Tower crane will be utilised in the same location as B4.

Building 4 & 5 – Concurrent Construction

If staging for B4 & B5 is decided to run concurrently, as with the access to B4, the proposal would be to utilise access from Gaunt Street, two cranes will be utilised and site offices and welfare kept within the site compound. Small vehicles will be able to access site on Gaunt Street and exit onto Gaunt Street also. Wheel washes will be kept within the site compound.



SECTION 3 CONT. | Site Planning and Logistics

Erosion & Sediment Control

LT McGuinness will develop and implement a site-specific Erosion and Sediment Control Plan using the principles in Tonkin & Taylor's September 2026 report, 1101937.1000-RPT-CIV-102, in conjunction with the geotechnical assessment, Contamination Site Management Plan and applicable consent conditions.

Before earthworks commence in each construction stage, the site team will establish stabilised access, wheel-cleaning facilities, perimeter bunds where required and protection to adjacent catchpits. These measures will limit sediment tracking onto public roads and keep clean runoff outside the earthworks area. Water suppression and direct loading of excavated material into trucks, where practicable, will reduce dust and stockpiling.

The construction team will manage potentially contaminated groundwater separately from rainwater runoff and pump excavation water to appropriate treatment facilities. Pre-works testing will inform contaminant-specific treatment. Water-quality testing will confirm compliance before discharge to an approved stormwater connection or, subject to a separate Watercare permit, the wastewater network.

Monitoring will include daily dust checks, review of the seven-day weather forecast and regular inspection of control measures. During pumping, personnel will supervise operations and record water clarity and pH at 60-minute intervals. Treatment devices will require de-silting when sediment reaches 20% of storage volume. The contractor will retain inspection, pumping and discharge-quality records on site and provide additional treatment or storage capacity where required for winter and heavy rainfall.

The final plan will confirm equipment capacity, discharge criteria, responsibilities and emergency procedures before works commence. T+T clarification will resolve the differing raingarden-protection requirements in the report and drawings.

Construction Noise and Vibration Management

LT McGuinness will prepare and implement a project-specific Construction Noise and Vibration Management Plan (CNVMP), informed by NDY's Operation and Construction Noise and Vibrations Assessment of Effects, Revision 2 dated 11 October 2026, and the final consent conditions. The CNVMP will confirm sensitive receivers, construction methods, applicable limits and monitoring responsibilities before relevant works commence.

Bored piling will form the basis of the piling methodology. The assessment predicts that piling near some neighbouring buildings may exceed the standard construction-noise limits. The final CNVMP will address the location and duration of these activities, mitigation measures and any consented exceedances. Subject to the final consent conditions, piling that exceeds the standard limits at Sofitel and Lighter Quay will occur only between 9am and 5pm, Monday to Friday.

The site team will select equipment and position excavation, loading areas and concrete pumps to maintain appropriate separation from neighbouring buildings. Controls will include quieter or muffled plant, local acoustic barriers where effective, non-tonal reversing alarms and shutdown of idle equipment. Hoarding between construction areas and occupied NZ Bus outdoor areas will meet the assessment's recommended minimum of 2.4 m height, non-perforated construction and 10 kg/m² surface mass.

SECTION 3 CONT. | Site Planning and Logistics

Before using vibratory rollers, the contractor and acoustic adviser will review the proposed equipment, separation distances and monitoring requirements. Where the recommended setbacks cannot be achieved, they will assess alternative equipment, methods or additional controls.

The site team will notify affected neighbours before particularly noisy activities, provide a nominated contact and maintain a complaints register. The CNVMP will define monitoring locations, trigger levels and corrective actions, including when to pause or modify an activity. Finalisation will include confirmation of Travelodge assessment locations and coordination of piling durations with the construction programme.

Emergency Procedures and Response

All earthwork incidents are dealt with promptly to minimise any potential impacts. Unexpected or accidental earthworks incidents will be managed in accordance with the sites' incident response and reporting procedures. All earthworks' incidents/complaints are reported using the Complaint's form.

Emergencies and incidents may involve:

Fuel or chemical spills

Evidence of spoil being tracked off site

Unlicensed discharge of pollutants to environment (air, water, noise, soil)

The Project Manager on site is responsible for undertaking the incident response according to this procedure. Any incidents on site, which are likely to cause material harm to the environment, will be immediately reported to the Client's Representative.

The works Supervisor or most Senior Management person handles the emergency according to procedure below:

Procedure in case of any incident

- First check that you are not in danger yourself.
- Without endangering yourself and if able to do so, make the area safe for others.
- Notify your works Supervisor or most Senior Management person on site immediately.

Procedure in case of fire

- Warn & rescue any person in immediate danger - only if safe to do so
- Call the fire brigade 111.
- Extinguish the fire using the right fire extinguisher if safe to do so.
- Evacuate to the emergency assembly area if directed or in danger. Refer to Site Plan for assembly area
- Remain at assembly area & ensure everybody is accounted for.

SECTION 3 CONT. | Site Planning and Logistics

Testing & Training

Emergency procedures will be tested via periodic, site wide, drills and audits to ensure required equipment is in place & usable. These tests and information will be communicated to the site team by toolboxes and Hammertech bulletins & senior LTM personnel prior to the test occurring. The tests & training will be conducted by a third party, i.e. Red Cross.

Procedure in case of chemical spills

Spills on the worksite are most likely to be hydraulic oil or engine oil/fuel spilled from plant items. If a spillage occurs the following procedure is to be followed:

- Immediately identify the spilled material and notify the works supervisor. Subcontractors are to notify LT McGuinness site personnel.
- Contain the spill as soon as possible so it doesn't spread.
- If containment is required, contain using earth mound and/or absorbent socks/spill kit. If you can't do this let your supervisor know.
- Use the relevant clean up procedure
- Once the spill has been contained, your supervisor will arrange removal and disposal as soon as possible. Dispose of material using a licensed contractor and keep records of disposal on site.

Complete an Incident Report Form and forward it to the Project Manager for reporting to Client representative.

SECTION 4 | Proposed Traffic Management Plan

LT McGuinness will develop a staged Construction Traffic Management Plan with a specialist traffic-management contractor, informed by Parlane & Associates' Integrated Transport Assessment and the final consent conditions. The plan will address each construction stage and any overlapping works. Relevant Auckland Transport approvals will be obtained before temporary loading zones, footpath closures or other road-corridor arrangements commence.

Construction deliveries and unloading will take place as per the preliminary phasing layouts. Where external loading is necessary, the current assessment identifies Halsey Street for Buildings 1 and 2, Pakenham Street West for Building 3, and Gaunt Street for Buildings 4 and 5. Final locations and truck routes will depend on approved traffic-management layouts, vehicle tracking and the construction programme.

The site team will manage deliveries through booking and gate-control procedures, coordinating excavation cartage, major concrete pours and oversized deliveries to minimise queuing and disruption. Preliminary estimates indicate up to 40 truck arrivals per day during sequential construction, increasing to 62 arrivals per day during overlapping B1 and B2 bulk excavation. We will review these estimates and confirm delivery frequencies as the methodology develops.

Traffic-management arrangements will maintain safe, accessible pedestrian routes and protect cyclists at construction interfaces. Where footpath closures are necessary, the approved plan will provide suitable diversions and crossing arrangements. The site team will coordinate access with NZ Bus, Travelodge and neighbouring occupiers, including loading, servicing and emergency access requirements.

No dedicated construction-staff parking is proposed within the site. Worker induction information will promote public transport, walking, cycling and car-pooling, together with lawful parking arrangements for personnel who require work vehicles.

Before occupation of each completed building, the project team will coordinate the transition from construction access to the agreed permanent access and servicing arrangements. The separate Site Travel Management Plan will guide occupant travel, parking management and travel surveys, with updates to reflect confirmed tenancies and final facilities.

SECTION 5 | Roles and Responsibilities

Client Representative: [redacted]

Project Manager: [redacted]

Independent Certifier: (TBC)

Roles and Responsibilities will be further refined as the design progresses.

Contractor Roles

[redacted]

[redacted]

SECTION 5 | Roles and Responsibilities Contd...



SECTION 6 | Complaints Procedure

The following communication and complaints procedure will be implemented;

1. All complaints will be directed in the first instance to the key personnel.
2. They will have the responsibility to ensure that the complaints procedure process is enacted and communicated correctly.
3. The site will prominently display signboards with the 24-hour contact number of LT McGuinness site management.
4. LT McGuinness will maintain on site a complaint register and log of actions taken. The register will include the following;

- A standard complaints procedure proforma
- Date of complaint log
- Complaint names log
- Actions taken log
- Report back on log
- Close out log to be completed within 48 hours of the complain



COMPLAINTS FORMS

Environmental Incidents

Incident:

Part A: Details of complaint/incident (to be completed by Environmental Officer)

Date of incident:		Time of incident:		Incident Report No.	

Name and phone number of complainant:

Description of incident/concern:

Immediate actions/control measures to rectify the incident/complaint:

Was The Environmental Control Officer notified? Yes/No(circle) by: Phone/letter(circle)

Was Client? Yes/No(circle) by: Phone/letter(circle)

Other authorities notified? **Who?** _____e.g., water authorities) by: Phone/letter(circle)

Print Name: _____ Signature _____ Date:__/__/____

Part B Follow up details: (to be completed by Project Manager)

Action Taken:

Print Name: _____ Signature _____ Date:__/__/____

Was the complainant/ other authorities informed of the actions taken?

SECTION 7 | Protection of Existing Structures

Collateral Damage Measures

Existing building damage survey will be completed for the adjacent building facades, local footpaths, kerbs and roads that are to remain untouched upon completion of the project. This will be completed by a photographic survey. This will be monitored on a regular basis during the construction of the project works to identify any damage.

Methodologies to minimise or eliminate the risk of damage to nearby structures and vehicles are to be incorporated in the Construction Phase Plan during construction. Monitoring measures may include the following:

- Survey pins and markers strategically placed once permission is granted by building owners
- Photographic Condition Survey
- Temporary Engineering Consultant professional advice
- Increased signage
- Removal and protection of identified at risk items if possible
- Protection of structures where applicable
- Actions agreed at the frequent liaison meetings with affected neighbours and businesses

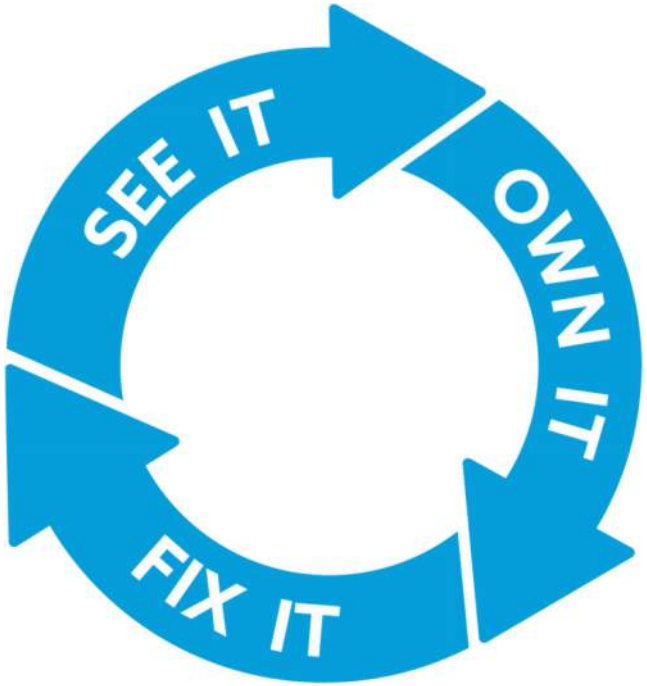
Vibration and Sound Monitoring

Vibration and sound datums will be established during the start of the project to establish a baseline. This monitoring is proposed to be a combination of fixed in place sensors and handheld site measurements. These will be compared to the allowances given in the Resource Consent.

SECTION 8 | Health and Safety Management

LT McGuinness is committed to providing a safe and healthy workplace for all workers, visitors, neighbouring properties, and members of the public throughout the delivery of the 100 Halsey Street development. The project forms part of a significant multi-building commercial development within the Wynyard Quarter and will be undertaken in accordance with the Health and Safety at Work Act 2015, applicable regulations, client requirements, and LT McGuinness' Health, Safety and Environmental Management System and internal Minimum HSE Standards.

Health and safety considerations will be integrated into all stages of the project, including design development, procurement, construction planning, construction delivery, commissioning and handover. Focus will be placed on the identification and management of construction risks, contractor coordination, public interface management, site logistics, and the protection of surrounding infrastructure and the environment.



A project-specific Health and Safety Management Plan (HSMP) will be created and provided prior to the commencement of construction activities. The HSMP will establish the framework for managing health and safety risks and will include:

- Project-specific health and safety objectives and responsibilities.
- Risk identification, assessment and control processes.
- Contractor selection, induction and management requirements.
- Worker engagement, consultation and participation arrangements.
- Critical risk management and verification processes.
- Incident reporting, investigation and continual improvement procedures.
- Emergency preparedness and response planning.
- Health monitoring and worker wellbeing initiatives where required.
- Site inspections, audits and performance monitoring.
- Environmental and public protection controls.

The HSMP will be supported by detailed construction risk assessments, task-specific work methodologies, temporary works procedures, traffic management plans, environmental management plans, emergency response plans and other project-specific management documents as required.

SECTION 8 | HSE – Contamination Management

The T+T ESCP reports potential heavy-metal and PAH contamination in fill, including localised hotspots. Historical groundwater investigations identified cyanide. Additional groundwater sampling is proposed before works to assess risks and confirm controls.

LT McGuinness will apply practical experience gained through the delivery of Wynyard Central and 30 Madden Street, where contaminated ground risks were managed through planned excavation controls, environmental monitoring and specialist oversight.

Develop the detailed construction controls with qualified environmental and contaminated-land specialists, using the T+T Contamination Site Management Plan referenced in the ESCP (1101937.1000-RPT-CON-102). Confirm mitigation after pre-works testing.

The plan will address worker and public protection, material handling, dust and water controls, unexpected discoveries, transport, disposal, monitoring and compliance with applicable consent conditions and regulatory requirements.

TYPICAL CONTROLS FROM PREVIOUS LTM WYNYARD PROJECTS

- Early investigation and classification of potentially contaminated materials
- Segregation of contaminated and clean materials
- Controlled and clearly identified stockpile areas
- Covered and stabilised stockpiles and active dust suppression
- Airborne dust and particulate monitoring
- Separate contaminated groundwater and select treatment for identified contaminants
- Testing to confirm disposal or reuse pathways
- Waste tracking and disposal to authorised facilities
- Worker PPE, hygiene, contamination awareness, dirty/clean zone separations and any other relevant personal controls
- Unexpected discovery and specialist escalation processes

SECTION 8 | HSE – Noise, Vibration and Dust Management

Construction noise, vibration and dust will be actively managed across excavation, piling, civil, concrete and structural activities to minimise disruption to neighbouring properties, businesses and the public.

A detailed management plan will be developed before relevant works commence in co-ordination with any relevant specialists and interested stakeholders to ensure adequate controls are implemented to comply with NZS 6801, 2 & 3.

The plan will confirm the following:

- Applicable consent criteria
- Sensitive receivers
- Predicted high-impact activities
- Monitoring requirements
- Communication arrangements
- Response procedures

Controls will be reviewed as methodologies, plant and site interfaces are refined and progress through project phases.

Site Hours will be as per the following table and noise will be controlled by restricting noisy work to the following:

Working Hours	Day	Hours of Work	Truck Movement Hours
Quiet set up may start from 6.30am	Monday	7.30am - 6pm	7.30am-5pm
	Tuesday	7.30am - 6pm	7.30am-5pm
	Wednesday	7.30am-6pm	7.30am-5pm
	Thursday	7.30am - 6pm	7.30am-5pm
	Friday	7.30am - 6pm	7.30am-5pm
	Saturday	7.30am - 6pm	7.30am-5pm
	Sunday	No Work Permitted	No Work Permitted
	Public Holidays	No Work Permitted	No Work Permitted

TYPICAL CONTROLS USED ACROSS LTM PROJECTS

- Select lower noise or non-percussive methods where practical
- Plan high-noise and vibration works during appropriate daytime periods
- Position plant away from sensitive areas and avoid unnecessary idling
- Maintain plant, silencers and equipment to limit avoidable noise
- Establish specific set back distances and exclusion controls
- Complete baseline surveys for identified at-risk neighbouring properties
- Monitor high-impact activities
- Provide advance notice and clear contact paths for affected neighbours
- Investigate complaints or exceedance and adjust methods promptly wherever possible
- Monitor dust daily, wet work areas as needed and use vacuum extraction for dust-generating tasks

SECTION 8 | HSE – Emergency Procedures

LT McGuinness will establish and maintain project-specific emergency preparedness and response arrangements to ensure foreseeable emergency events are effectively managed throughout the delivery of the 100 Halsey Street development. Emergency procedures will be developed during detailed design and pre-construction planning and will be regularly reviewed to reflect changes in construction activities, site layout, workforce numbers and project staging.

Roles and Responsibilities
Specific emergency response roles will be assigned to site management, emergency wardens, first aid personnel and key contractor representatives. Emergency responsibilities, communication protocols and escalation requirements will be communicated through inductions, toolbox talks and emergency drills.

Emergency Scenarios
The project emergency procedures will address foreseeable construction-related emergencies, including:

- Fire and explosion.
- Medical emergencies and serious injuries.
- Structural collapse or instability.
- Excavation or trench collapse.
- Hazardous substance incidents and spills.
- Contaminated land discoveries.
- Flooding, severe weather and natural disasters.
- Utility strikes involving gas, electricity, water or telecommunications services.
- Public interface and security incidents.
- Evacuation and site lockdown events.



SECTION 9 | De-Watering Management Plan

ESCP basis and final design

T+T report 1101937.1000-RPT-CIV-102, September 2026. Confirm the final pumping, treatment, storage and discharge arrangements after pre-works groundwater testing and detailed staging, this will be further developed as design progresses

Collection and treatment

Handle potentially contaminated groundwater separately from rainwater runoff. Shape excavations to low points and pump water to secondary treatment devices at surface level. Options include baffled sediment tanks or lamellar clarifiers and settling tanks up to 25,000 L. Provide treatment suited to the contaminants identified.

Testing and discharge

Test treated water for contamination and pH before discharge and achieve at least 100 mm water clarity. Control runoff that contacts fresh concrete and adjust pH where needed. The report states a typical pH range of 6.0–10, subject to the applicable discharge limits. Discharge to stormwater only with suitable treatment and approval, or to trade waste under a separate Watercare permit and its conditions.

Winter and heavy rainfall

Provide additional pumps, treatment devices and storage or dosing tanks as required for higher inflows. Do not leave pumps unattended. Coordinate capacity and the extreme-weather procedure to prevent treatment overflows. Winter earthworks are proposed, subject to final consent requirements.

SECTION 10 | Monitoring Plans

Environmental monitoring and records

Implement the T+T ESCP monitoring requirements. Maintain checklists and discharge records on site throughout the works.

Weather, site controls and dust

Monitor the seven-day forecast and adjust controls before adverse weather. Inspect controls regularly and maintain them in accordance with GD05. Monitor perimeter bunds during heavy rain and add sandbags where needed to protect excavations. Prepare an extreme-weather procedure, including shutdown and controlled storage of runoff where appropriate. Monitor dust daily and use water suppression as required.

Pumping and water quality

Supervise pumping and record checks so pumps are not left unattended. Appendix C requires outlet clarity and pH checks every 60 minutes during pumping and confirmation that the pump inlet remains above the excavation base. Test contamination, clarity and pH before discharge and adjust treatment to meet the applicable limits.

Maintenance and reporting

De-silt secondary treatment devices when sediment reaches 20% of storage volume. Record discharge frequency, water-quality test results and pumping checks using the Appendix B maintenance checklist and Appendix C pumping sheet. Keep signed records and comments on site.

SECTION 11 | Appendices

A - LTM Health and Safety Procedures

B – Crane Locations

APPENDIX A – Health and Safety Procedures

These are a sample of LTM procedures and not an exhaustive list. The full LTM Minimum HSE Standards document can be provided upon request.

A.1 Induction to Site

LT McGuinness site management, Contractors, visitors & consultants shall ensure that their workers undertake LT McGuinness company and site inductions.

• Digital Induction: All workers & visitors must have completed a digital induction prior to arriving on site through Hammertech. This induction covers company expectations and site-specific requirements.

• Face-to-face Induction Signoff: Once workers arrive on site, they will have a face-to-face induction with a member of LT McGuinness site management.

Every contractor that is working on site will have had an MOJ check and a company NDA form signed prior to their first induction on site.

A.2 Signing in & Out

All workers and visitors that enter the site are required to sign in and out of site using the Hammertech system. All workers and visitors must sign out at the end of the day or if they are leaving the site for an extended period. Visitors must be always escorted by LTM management.

A.3 Personal Protective Equipment

All personnel shall wear and maintain adequate PPE when working on any LT McGuinness project. The minimum PPE required on LT McGuinness projects is:

- Safety/Steel Toed footwear.
- Hi-visibility apparel worn correctly and over the top of any other clothing.
- Hard hat with chin strap done up. – must be riggers helmet to standard EN12492

Depending on the activity being undertaken as part of the project, other specific PPE may be required.

A.4 Drug and Alcohol Policy

LT McGuinness may conduct pre-employment, random, post incident and/or reasonable cause testing on any LT McGuinness project. Should any personnel return non-negative results, they will be stood down from site immediately. Re-entry to projects will be at the sole discretion of LT McGuinness.

A.5 Health and Safety Cards

LT McGuinness uses a card system on our sites to promote safe behaviour (green), warn against unsafe (yellow), and, in cases of critical unsafe acts, remove workers from site (red). The issuing of cards is at the discretion of LT McGuinness Site Management and is not limited. Green Cards will result in entry into a prize draw at the full site monthly toolboxes.

APPENDIX A – Health and Safety Procedures

A.6 Risk Management

LT McGuinness expect all workers on our site to see, own, and fix health and safety risks to themselves and others on site, see below. We expect workers to take ownership of what's happening around them and act to make things safer or raise issues with site management.

A.7 Safe Work Method Statements (SWMS)

Safe work method statements (SWMS) must be produced in advance for tasks which are high risk, unusual, complex, or upon request. The following is a non-exclusive list of tasks that will always require a risk assessment to be completed before the work can begin, see below.

A.8 Permits

Permits exist to oversee controlled works. Permits are required for the following activities:

- Confined space work.
- Harness work.
- Roof and unprotected edge work.
- After hours work.
- Accessing basements.
- Concrete cutting or coring.
- Hot works.
- Load or falsework propping.
- Removal of structural elements with consultation with a Chartered Structural Engineer.
- Ladder work.
- Permit to dig work.
- Removal of sprinklers.
- Work with live services.

Workers undertaking the works above must approach LT McGuinness site management to request permission to begin work. Permission is granted through issuing of a permit on Hammertech. Refer to Health & Safety Plan for full information on Permits

APPENDIX A – Health and Safety Procedures

A.9 Communications

LTM request all staff to attend required HSE meetings to receive relevant information and to communicate latest issues, innovations, incidents and events etc. These may include the following;

- Prestart Meetings.
- Toolbox Meetings.
- Site Coordination Meetings.

A.10 Reporting

All accidents must be reported verbally to LT McGuinness Site Management within 1 hour of occurrence and in writing within 24 hours. Notifiable Events must be reported as soon as possible by phone to LT McGuinness company management. Direct these to the HSE Team in the first instance. If not available, contact a Company Director. In addition to notifying LT McGuinness, all Notifiable Events are to be reported to the Client and Project Manager.

A.11 Equipment

Electrical equipment

Ensure all mains powered electrical equipment has a current test & tag. Electrical equipment must be visually inspected by the operator before use to ensure that it is not damaged. Damaged equipment should be labelled as defective and taken out of service until it is able to be repaired. It is expected that all electrical equipment should always be plugged into an RCD.

Ladders

Platform ladders are to be used only. If works require use of a non-platform (Straight or A-Frame ladder) then a permit will need to be applied for and approved by LT McGuinness management.

The use of two or three step ladders is prohibited LT McGuinness projects.

- Critical requirements of ladder use include:
- Ladders must be regularly inspected and kept free of defects to ensure they are safe to use.
- Users must maintain three points of contact wherever possible.
- In a workplace, a ladder must be compliant with the AS/NZ 1892 standard and rated industrial to 120-150kgs.

A.12 Hazardous substances

All personnel involved with the storage, handling or transport of hazardous substances shall have the appropriate training and or licences for the quantities involved. Please familiarise yourself with the respective SDS and refer to these as required. You may require additional PPE or change your working environment (i.e., increased ventilation) dependent on the chemical that you are using.

Subcontractors intending to bring / use hazardous substances on to site are responsible for updating the site Hazardous Substance register. All hazardous substance Safety Data Sheets shall be supplied to LT McGuinness in advance of the materials being brought to site. Any personnel handling, using or responsible for hazardous substances shall be fully briefed on the SDS and it's safe handling.

APPENDIX A – Health and Safety Procedures

A.14 High Risk Works

While working on LTM site you may undertake High Risk Works, these include but are not limited to:

Work around live services - Workers should assume that services are live unless told otherwise by site management or a relevant certified tradesman. All live services are required to be identified and tagged with the LTM live services tag, see below.



APPENDIX A – Health and Safety Procedures

Asbestos

Asbestos is a known cause of cancer and premature death for construction workers. To keep our staff from risks associated with asbestos we undertake surveys in all buildings and plant constructed before the year 2000 and use licensed asbestos removalist to complete the work. If our staff find suspected asbestos the following steps must be followed:

- All works in the area must be stopped.
- An asbestos assessor must inspect and test the suspected material.
- No-LTM staff are to be directly involved in the removal, modification. Relocation or work with an asbestos containing material (ACM).

Penetrations

Floor penetrations carry a risk of falls and dropped objects that must be carefully managed. The following controls are required to be identified in the associated works SWMS:

- For a penetration more than 300mm wide, edge protection is required and further measures to mitigate fall hazards.
- Exclusion zones are required for open penetration to protect against uncontrolled risks, both around the works and in the “drop zone”.
- Personnel undertaking the works must be suitably trained and experienced with appropriate competencies.
- When works are completed, the penetration, void or edge must be left safe. I.e., Secured with a fixed cover capable of withstanding foreseeable loads and with clear signage. SWMS must be completed anytime the cover is removed.

Concrete Cutting and Coring

Due to the following risks SWMS must be completed for works involving concrete cutting and coring:

- Silica dust inhalation (controlled with the use of vacuum extraction, wet down, respirator and PPE use).
- Service strikes (controlled by surveying for live services and concrete scanning).
- Structural damage (controlled by engineer’s approval required prior to coring or cutting through load bearing structures).

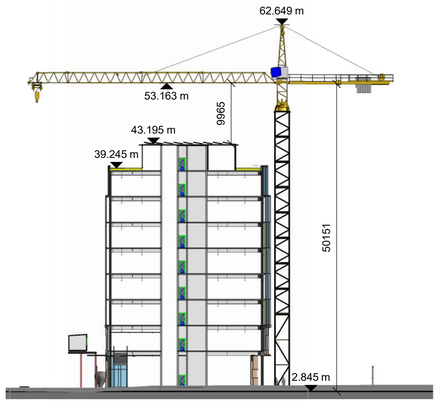
Working at Height

Working at height is a critical risk, to work in a harness you must be trained and competent. All works at height must be planned appropriately and detailed in a SWMS with an associated rescue plan. The SWMS must include:

- Who is included in the works?
- How dropped items will be controlled.
- Exclusion zone sizes and who the spotter will be if working near an open edge.
- Are you working in fall restraint or fall arrest and why?
- How the works will be completed and area made safe, i.e., edge protection reinstated?

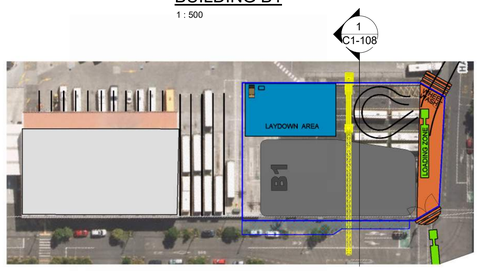
APPENDIX B – Crane Locations


L.T.
McGuinness
LIMITED
BUILDING CONTRACTORS

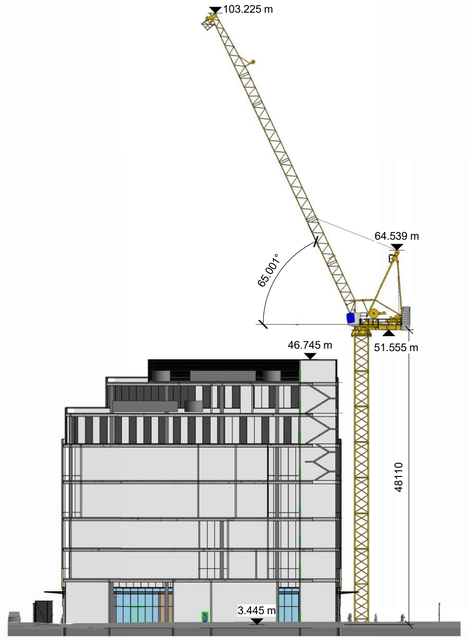


BUILDING B1

1 : 500

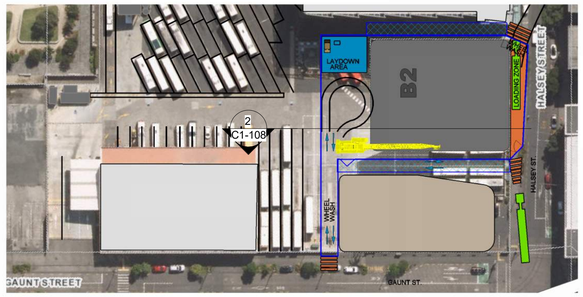


Parameter	Discription
Crane Type	Leibherr 280 ECH
Mast Height	50m
Maximum operating elevation	63m
Out-of-service elevation	63m
Maximum-radius jib elevation	55m
Crane Location	Located within the site boundary
Colour and Finish	Leibherr standard yellow
Lighting	Access and cab lighting, together with ICAO-approved obstacle lights to the jib tip and counter-boom as required

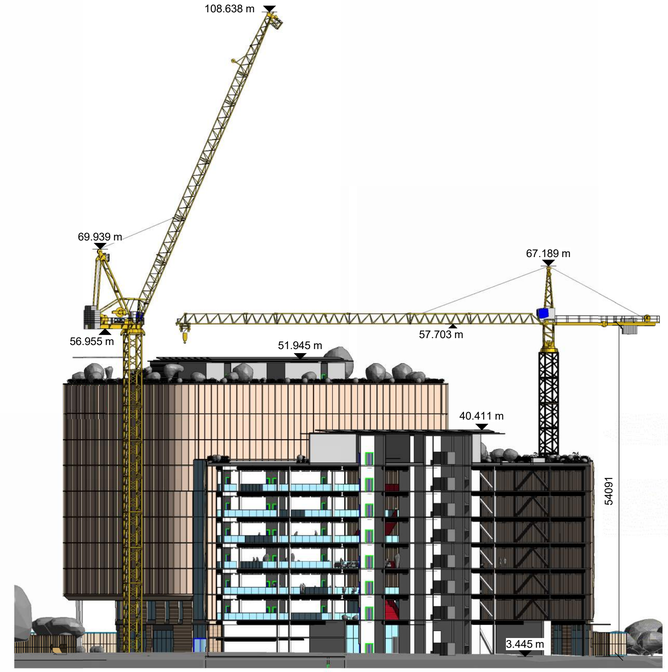


BUILDING B2

1 : 500

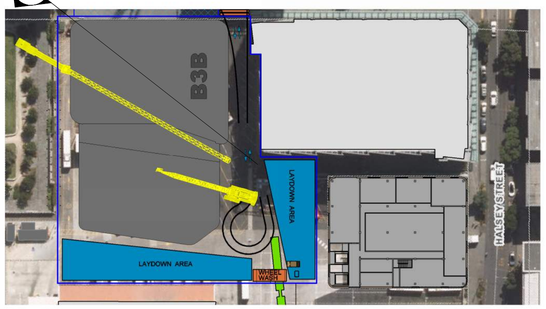


Parameter	Discription
Crane Type	Leibherr 160 HCL
Mast Height	48m
Maximum operating elevation	110m
Out-of-service elevation	103m
Maximum-radius jib	55m
Crane Location	Located within the site boundary
Colour and Finish	Leibherr standard yellow
Lighting	Access and cab lighting, together with ICAO-approved obstacle lights to the jib tip and counter-boom as required



BUILDING B3

1 : 500



Parameter	Discription
Crane Type	Leibherr 280 ECH Leibherr 160 HCL
Mast Height	57m (160HCL) and 55m (280ECH)
Maximum operating elevation	112m (160HCL) and 67m (280ECH)
Out-of-service elevation	108m (160HCL) and 67m (280ECH)
Maximum-radius jib elevation	55m
Crane Location	Located within the site boundary
Colour and Finish	Leibherr standard yellow
Lighting	Access and cab lighting, together with ICAO-approved obstacle lights to the jib tip and counter-boom as required

L.T. McGuinness LIMITED
BUILDING CONTRACTORS

Job Code

Unnamed

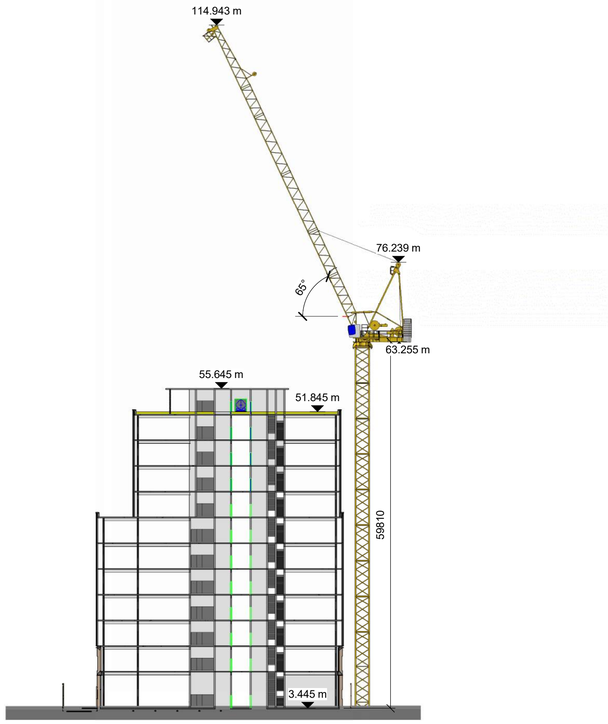
C1-108

Scale As indicated

Revisions

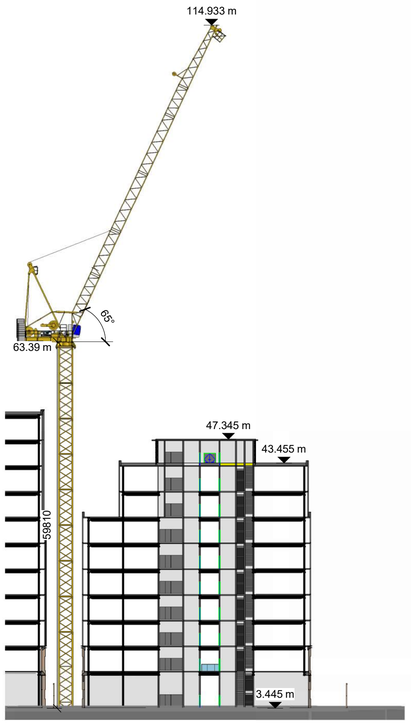
Rev	Description	Date

Designed By	Designer
Drawn by	Author
Reviewed by	Checker
Approved by	Approver



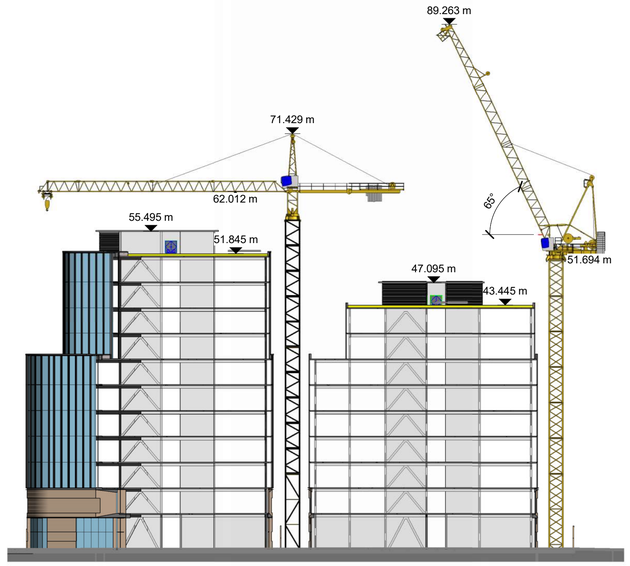
BUILDING B4

1 : 500



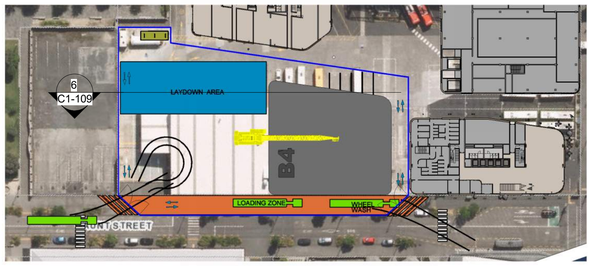
BUILDING B5

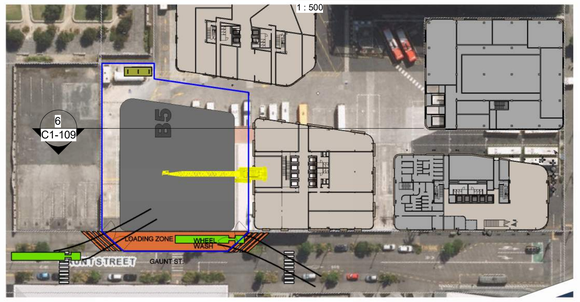
1 : 500

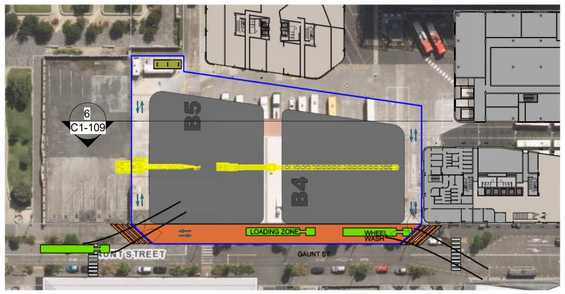


BUILDING B4 + B5

1 : 500







Parameter	Discription
Crane Type	Leibherr 160 HCL
Mast Height	64m
Maximum operating elevation	118m
Out-of-service elevation	114m
Maximum-radius jib	55m
Crane Location	Located within the site boundary
Colour and Finish	Leibherr standard yellow
Lighting	Access and cab lighting, together with ICAO-approved obstacle lights to the jib tip and counter-boom as required

Parameter	Discription
Crane Type	Leibherr 160 HCL
Mast Height	64m
Maximum operating elevation	118m
Out-of-service elevation	114m
Maximum-radius jib	55m
Crane Location	Located within the site boundary
Colour and Finish	Leibherr standard yellow
Lighting	Access and cab lighting, together with ICAO-approved obstacle lights to the jib tip and counter-boom as required

Parameter	Discription
Crane Type	Leibherr 280 ECH Leibherr 160 HCL
Mast Height	52m (160HCL) and 62m (280ECH)
Maximum operating elevation	93m (160HCL) and 71m (280ECH)
Out-of-service elevation	89m (160HCL) and 74m (280ECH)
Maximum-radius jib elevation	55m
Crane Location	Located within the site boundary
Colour and Finish	Leibherr standard yellow
Lighting	Access and cab lighting, together with ICAO-approved obstacle lights to the jib tip and counter-boom as required

McGuinness LIMITED BUILDING CONTRACTORS

Job Code

Unnamed

C1-109

Scale As indicated

Revisions

Rev	Description	Date

Designed By Designer

Drawn by Author

Reviewed by Checker

Approved by Approver