

Attachment 7: Updated Proposed Alterations to Designation Conditions (October 2025)

This condition tracker provides NZTA’s updated proposed alterations to the designation conditions. It responds to WDC’s comments and tracked changes on the proposed designation conditions. It also responds to the Panel’s request for NZTA to identify, where relevant, conditions that have already been fulfilled, are already being implemented, or have informed the ongoing design process. NZTA has also proposed minor drafting amendments where these improve clarity, correct cross-references, updated terminology, or address administrative matters without altering the intent of the conditions.

Tracked changes are shown progressively across the table. The “Amendments proposed at lodgement” column shows the amendments initially sought by NZTA. The “WDC s53 tracked changes or comments” column records WDC’s proposed changes or comments. The “NZTA Response” column explains whether those changes are accepted, accepted with amendments, or not accepted. The “Updated proposed amendments” column shows NZTA’s current proposed condition wording, incorporating changes accepted by NZTA and any further amendments proposed in response to WDC or the Panel.

Notes:

- For ease of reference, the original condition numbering on the Project designation is preserved in all conditions below. A renumbering and cross-referencing update exercise will be required when the final set of conditions is confirmed.
- The Project designation conditions on the ePlan version of the Operative Waimakariri District Plan¹ contains a numbering error (condition 14 is assigned to a table, which is part of condition 13), which consequently results in the ePlan displaying 104 rather than 103 conditions and multiple internal cross-referencing errors. The original version (103 conditions) is used in this document.

Definitions

Amendments proposed at lodgement			WDC s53 tracked changes or comments	NZTA Response	Updated proposed amendments
Term	Meaning	Reason for alteration			
ACSMP	Means the Archaeological and Cultural Sites Management Plan	N/A (no change)			
AEP	Means Annual Exceedance Probability	Deleted as no longer used as a consequence of conditions sought to be deleted			
Application	“ State Highway 1 North Canterbury—Woodend Bypass Project (Belfast To Pegasus): Substantive Application under the Fast-Track Approvals Act 2024 ” submitted to the Environmental Protection Authority in October 2025	New definition (used in particular in a revised Condition 1)	The application date on the Fast-track website is 19 December 2025. The date of October 2025 may relate to the Referral Application. It is important this date is correct.	NZTA accepts the suggested amendment	State Highway 1 North Canterbury—Woodend Bypass Project (Belfast To Pegasus): Substantive Application under the Fast-Track Approvals Act 2024” submitted to the Environmental Protection Authority in December October 2025
Archaeological site	Means any place in New Zealand that: (a) either: i. was associated with human activity that occurred before 1900; or ii. is a site of the wreck of any vessel where that wreck occurred before 1900 and (b) Is or may be able through investigation by archaeological methods to provide evidence relating to the history of New Zealand.	N/A (no change)			
BPO	Means the Best Practicable Option	N/A (no change)			
CAG	Means the Cultural Advisory Group	N/A (no change)			

¹ <https://www.waimakariri.govt.nz/council/district-development/district-plan>

Amendments proposed at lodgement			WDC s53 tracked changes or comments	NZTA Response	Updated proposed amendments
Term	Meaning	Reason for alteration			
GAQMP	Means the Construction Air Quality Management Plan	Deleted as no longer used as a consequence of conditions sought to be deleted			
CBR	Means California Bearing Ratio	N/A (no change)			
Certification	Means assessed by the relevant Council staff member (or independent consultant if required) acting in a technical certification capacity to determine whether the document or matter is consistent with or sufficient to meet the conditions of this consent	Deleted as no longer used as a consequence of conditions sought to be revised	<u>Means assessed by the relevant Council staff member (or independent consultant if required) acting in a technical certification capacity to determine whether the document or matter is consistent with or sufficient to meet the conditions of this consent.</u>	NZTA does not accept the suggested change Please see response to Condition 3	Means assessed by the relevant Council staff member (or independent consultant if required) acting in a technical certification capacity to determine whether the document or matter is consistent with or sufficient to meet the conditions of this consent.
CE S M P	Means the Construction Environmental and Social Management Plan	Minor name change to better reflect its purpose and content.			
CPT	Means Cone Penetration Test	N/A (no change)			
Commencement of Works	Means the time when the first works that are the subject of this designation s commence, <u>or if the Project proceeds in stages, the time when the first works of a stage of the Project subject to this designation commences.</u>	Updates to provide for the potential for the Project to proceed in stages.			
CNVMP	Means the Construction Noise and Vibration Management Plan	N/A (no change)			
				A new definition for CRC is proposed For clarity between WDC and CRC	CRC Means Canterbury Regional Council
Council	Means Waimakariri District Council	N/A (no change)		Amendment to definition of Council is proposed For clarity between WDC and CRC	Council or WDC Means Waimakariri District Council
				A new definition for CSA is proposed For consistency with the application documentation	CSA Means Construction Support Area
<u>C</u> TMP	Means the <u>Construction</u> Traffic Management Plan	Minor name change to better reflect its purpose and content.			
District Plan	Means the Waimakariri District Plan	N/A (no change)			

Amendments proposed at lodgement			WDC s53 tracked changes or comments	NZTA Response	Updated proposed amendments
Term	Meaning	Reason for alteration			
ESGMP	Means the Erosion and Sediment Control Plan	Deleted as no longer used as a consequence of conditions sought to be deleted			
HMP	Means the Heritage Management Plan for 110 Parsonage Road	Minor name change to reflect its specific content			
LLUR	Means the Listed Land Use Register	N/A (no change)			
			WDC comments observe that there is no definition of ‘material changes’	A new definition for Material Change is proposed. Please see response to condition 6	<u>Material Change Means any change to the design, construction methods, or management of effects described in a Management Plan listed in Condition 3 that would result in a material increase in adverse effects, or introduce new adverse effects.</u>
Noise Assessment	Means the Road-Traffic Noise Assessment Report in accordance with condition 92	N/A (no change)			
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, i.e. Category A – primary noise criterion, Category B – secondary noise criterion and Category C – internal noise criterion	N/A (no change)			
NZS 6806:2010	Means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads	N/A (no change)			
PPFs	Has the same meaning as in NZS 6806:2010 for the purpose of the preparation of the Noise Assessment. Once a Noise Assessment has been prepared in accordance with Condition 92, PPFs means only the premises and facilities identified in green, orange or red in the Noise Assessment.	N/A (no change)			
Project	Means the construction, maintenance, and operation of the Woodend Corridor State Highway 1 North Canterbury—Woodend Bypass Project (Belfast to Pegasus) that is subject to this Notice of Requirement designation	Minor updates to reflect updated Project name as per listing in Schedule 2 of the Fast-Track Approvals Act 2024			
Requiring Authority	Means the NZ Transport Agency	N/A (no change)			
RMA	Means Resource Management Act 1991	N/A (no change)			
SRP	Means the Spill Response Plan	Deleted as no longer used as a consequence of conditions sought to be amended (the SRP			

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		is proposed to be incorporated into the CEMP)			
<u>SQP</u>	<u>Suitably Qualified Person: A person (or persons) who is competent and experienced in the field of expertise that is relevant to a particular task or action directed by a condition.</u>	New definition used in various amended conditions	Suitably Qualified Person: A person (or persons) who is competent and experienced in the field of expertise that is relevant to a particular task or action directed by a condition <u>and has been certified by the District Council as being suitably qualified and experienced;</u>	NZTA does not accept the suggested change. WDC has suggested the amendment in response to the definition of SQP not including an express requirement for independence, as is included in the existing conditions. While the SQPs engaged for the Project would not be ‘independent’ in the sense of being appointed separately from NZTA, they would nevertheless be appropriately qualified professionals engaged to provide expert technical input within their area of expertise and subject to their professional and ethical obligations. The suggested amendment would introduce a requirement for WDC to certify individuals and , which is not typical practice. The majority of conditions to which the SQP definition applies have already been progressed e.g. the Noise Assessment required under condition 92 is well progressed. Introducing certification of SQPs would create an unnecessary administrative burden.	Suitably Qualified Person: A person (or persons) who is competent and experienced in the field of expertise that is relevant to a particular task or action directed by a condition and has been certified by the District Council as being suitably qualified and experienced;
Structural Mitigation	Has the same meaning as in NZS 6806:2010	N/A (no change)			
ULDF	Means the Urban and Landscape Design Framework <u>included in the Notice of Requirement 2013</u>	Minor update for clarity	Means the Urban and Landscape Design Framework included in the Notice of Requirement 2013 <u>and the Urban Landscape and Visual Effects Assessment prepared for the Substantive Application under the Fast-Track Approvals Act 2024</u>	NZTA does not accept the suggested change. Condition 36 requires the ULDMP to demonstrate how the detailed design of the Project has adhered to the design principles of the ULDF. Reference to the Urban Landscape and Visual Effects Assessment does not make	Means the Urban and Landscape Design Framework included in the Notice of Requirement 2013 and the Urban Landscape and Visual Effects Assessment prepared for the Substantive Application under the Fast-Track Approvals Act 2024

Amendments proposed at lodgement			WDC s53 tracked changes or comments	NZTA Response	Updated proposed amendments
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				sense in this context as this document does not contain design principles.	
ULDMP	Means the Urban and Landscape Design Management Plan	N/A (no change)			
VEMP	Means the Visual Effects Management Plan	N/A (no change)			
Whitiora	Whitiora Centre Limited: Mandated by Te Ngāi Tūāhuriri Rūnanga to provide advice under relevant conditions of this designation	New definition			

Conditions

Amendments proposed at lodgement			WDC Section 53 tracked changes	NZTA Response	Updated proposed amendments
Ref	Condition (proposed alteration tracked)	Reason for alteration			
General					
1	(a) Except as modified by the other conditions of this designation below, and subject to final design, the Project shall be undertaken in general accordance with the General Arrangements and Cross Sections included respectively in Volumes 4A and 4B of the Application. (b) Where there is inconsistency between the drawings referred to in clause (a) and the other conditions, the other conditions shall prevail. the information provided by the Requiring Authority in the Notice of Requirement dated November 2013 and supporting documents (as updated by information provided by the Requiring Authority during the Notice of Requirement hearing) being: a) — Notice of Requirement Documentation report, dated November 2013, including technical reports in Appendix E to Appendix Q to the Notice of Requirement Documentation report; b) — Plan sets: 1. — Designation Plans (non-aerial version): DE0 Rev A, DE1-DE2 Rev C, DE3-DE15 Rev A, DE16 Rev C, DE17-DE21 Rev A, DE22-DE24 Rev C; 2. — Designation Schedule; 3. — Scheme Layout Plans: C003, C004, Index Sheet, Sheet Legend, LP0 Rev A, LP1-LP2 Rev C, LP3-LP15 Rev A, LP16 Rev C, LP17-LP20 Rev A; 4. — Intersection Plans: C801-C808 Rev B; 5. — Bridge Plans: C601 Rev C, C610 Rev C, C620 Rev C, C630 Rev C, C640 Rev D, C641 Rev D, C650 Rev D; 6. — Cross Sections: C416 Rev E; 7. — Longitudinal Sections: C530 Rev E, C531 Rev D, C532 Rev E, C540 Rev B, C541 Rev B, C550 Rev B, C551 Rev B, C552 Rev B, C560 Rev B, C561 Rev B, C570 Rev B, C571 Rev A; 8. — Service Plans: LPS1-LPS20 Rev A.	Update condition 1 to reflect the updated design and updated designation boundaries submitted with the Application. The original drawings referred to in the condition were prepared in 2013 to support the original Notice of Requirement for the Project. The drawings now referred to are included with this Application and based on current (2025) standards and practice (at a 30% design level), while retaining the broad purpose and scope of the original design. Final design drawings will be submitted to WDC with the Outline Plan required under condition 3. Clause (b) added to address any inconsistency between the drawings and the conditions on this designation.	(a) Except as modified by the other conditions of this designation, and subject to final design, the Project shall be undertaken in general accordance with the General Arrangements and Cross Sections included respectively in Volumes 4A and 4B of the Application. (b) Where there is inconsistency between the drawings referred to in clause (a) and the other conditions, the other conditions shall prevail. (c) <u>Relevant information provided by the Requiring Authority in the Notice of Requirement dated November 2013 and supporting documents (as updated by information provided by the requiring authority during Notice of requirement hearing), and</u> (d) <u>Substantive Application information dated December 2025 applied under the Fast-Track Approvals Act 2024</u>	NZTA does not accept the suggested amendments The purpose of condition 1 is to clearly identify the primary reference documents against which the Project is to be in general accordance with. In this case that is the General Arrangements and Cross Sections. Reference to the 2013 application documentation would create uncertainty as to which aspects of the Project are intended to prevail where differences exist between the 2013 design and the General Arrangements and Cross Sections. Similarly, NZTA does not support reference to the December 2025 application documentation. The application encompasses a much broader suite of approvals and technical matters than is relevant to the alteration to designation. Introducing broad references to historical and wider application documentation risks introducing ambiguity and the possibility of unnecessary interpretation disputes regarding which documents are intended to govern the Project. Where references to particular document are necessary this is captured in the conditions.	(a) Except as modified by the other conditions of this designation, and subject to final design, the Project shall be undertaken in general accordance with the General Arrangements and Cross Sections included respectively in Volumes 4A and 4B of the Application. (b) Where there is inconsistency between the drawings referred to in clause (a) and the other conditions, the other conditions shall prevail. (c) — Relevant information provided by the Requiring Authority in the Notice of Requirement dated November 2013 and supporting documents (as updated by information provided by the requiring authority during Notice of requirement hearing), and (d) — Substantive Application information dated December 2025 applied under the Fast-Track Approvals Act 2024
Lapse Date					
2	The This designation shall lapse if not given effect to by 17 July 2030. within 15 years from the date on which it is included in the District Plan under section 175 of the RMA. The lapse period in this condition shall not apply to the section of existing State Highway 1 that has (as at the date of this Notice	Updated to include a lapse date and avoid any confusion regarding whether this condition is referring to the original or current Notice of Requirement.			

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	of Requirement) already been occupied by the Requiring Authority as shown on Designation Plans DE22-DE24 Rev G for the properties notated as 73b, 72b, 52b, 53c, 54a, 56a, 57b and 56c. Advice Note: No lapse period is required for this identified section as it is already occupied by the Requiring Authority and this part of the designation will be given effect to at the date this Notice of Requirement is confirmed and included in the Waimakariri District Plan.	The remainder of the condition is redundant and can be deleted.			
Outline Plan					
3	An separate Outline Plan (or Plans) (pursuant to section 176A of the RMA) shall be submitted to the Council <u>at least 30 working days 3 months</u> prior to the Commencement of Works. The Outline Plan shall include details as to: a) The height, shape and bulk of the work b) The layout of the proposed Project alignment c) The likely finished contour of the site d) Vehicular access, circulation and provision for parking e) Landscaping proposed f) Waimakariri District Council services assets to be relocated as a result of the Project g) Any other matters to avoid, remedy or mitigate any adverse effects on the environment, such as specific designs of noise barriers, and shall include consideration of the Noise Assessment Report required by condition 92 93. <u>h) The following management plans:</u> <u>i) A Construction Environmental Management Plan in accordance with condition 8;</u> <u>ii) A Construction Traffic Management Plan in accordance with condition 9;</u> <u>iii) A Construction Noise and Vibration Management Plan in accordance with condition 11;</u> <u>iv) An Archaeological and Cultural Sites Management Plan in accordance with conditions 28 and 29;</u> <u>v) A Heritage Management Plan for 110 Parsonage Road, if required by and in accordance with condition 31;</u> <u>vi) An Urban and Landscape Design Management Plan in accordance with conditions 34-37.</u>	Updates to provide: - For efficiency, the submission of management plans within the Outline Plan process, rather than through a separate certification process - For a 30 working day timeframe prior to works, which is consistent with the management plan processes sought in other approvals (and 10 working days longer than normally afforded under s176A(4) of the RMA) - If required, for the ability of the Project to proceed in stages and for an Outline Plan to be prepared for each stage. Note: The Visual Effects Management Plan is intentionally excluded from new clause (h) as the original designation conditions do not specify a role for WDC in the preparation of this plan.	<i>WDC objects to Management Plans being included in the Outline Plan process and instead considers the conditions which establish a separate Management Plan certification process should be retained. The Outline Plan process and Management Plan certification can occur concurrently to ensure timeliness, but the two processes should be retained in separate conditions.</i> WDC has proposed additions to h) vi) as follows: <u>vi) An Urban and Landscape Design Management Plan in accordance with conditions 34-37, 39A-40 and 46</u> WDC has proposed the following additional clause: i) <u>The Road-traffic Noise Assessment Report and associated information required by Conditions 92-96.</u>	NZTA does not accept the suggested approach to management plans NOTE: WDC has not provided suggested amendments, but does not accept the proposed amendments to the condition. NZTA does not support reverting to a certification framework for the management plans. The proposed approach aligns the management plans with the Outline Plan process under section 176A of the RMA, which already provides WDC with a statutory review function and the ability to request changes where necessary. A certification process would duplicate that statutory process and create an additional approval step. NZTA considers this achieves an appropriate balance between WDC oversight and NZTA's responsibility for implementation. NZTA notes this approach is common across its designations, including Designation P19 in the Christchurch District Plan for the Brougham Street Project. Providing the management plans as part of the Outline Plan also reduces the potential for inconsistency and certification difficulties where the same management plan also addresses matters regulated by	Note: WDC does not agree with the proposed condition wording. NZTA proposes to remain wording at lodgement, with the below amendments: <u>vi) An Urban and Landscape Design Management Plan in accordance with conditions 34-37, 39A-40 and 46</u> ii) The Road-traffic Noise Assessment Report and associated information required by Conditions 92-96.

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				another approval (e.g. the ACSMP). NZTA does not accept the suggested amendments to Condition 3 NZTA does not accept the suggested additions to h)vi). Conditions 34-37 relate to the purpose, content and process for the UDLMP. The UDLMP illustrates the urban and landscape design of the Project and demonstrates how design decisions meet the Project's wider objectives, but is not in itself the detailed landscape and planting plans. Conditions 39 A and B relate to specific visual effects mitigations, Condition 40 relates to the VEMP and condition 46 relates to planting plans. NZTA does not accept the inclusion of a Road-traffic Noise Assessment Report as an additional clause. This is already addressed in clause g), including reference to condition 92.	
3A	An Outline Plan (or Plans) may be submitted in parts or in stages to address particular activities or a stage of work of the Project.	New condition to allow an Outline Plan to be submitted for particular activities or a project stage (if required).	An Outline Plan (or Plans) <u>required under condition 3</u> may be submitted in parts or in stages to address particular activities or a stage of work of the Project.	NZTA accepts the suggested amendment	An Outline Plan (or Plans) required under condition 3 may be submitted in parts or in stages to address particular activities or a stage of work of the Project.
Management Plan Certification, Dispute and Review Process – Construction Environmental and Social Management Plan and Urban and Landscape Design Management Plan Management Plans					
4	The Commencement of Works shall not occur until the Requiring Authority has received the District Council's written certification for a Construction Environmental and Social Management Plan (GESMP) and Urban and Landscape Design Management Plan (ULDMP). If changes are requested by the certifier these changes shall be made, in consultation with the Requiring Authority, before the certification is confirmed.	As a consequence of including the management plans within the Outline Plan process (amended Condition 3), Conditions 4-7 relating to certification processes are no longer required and are sought to be deleted.	<i>WDC requests retention of the Management Plan Certification process for the reasons outlined in our Comments.</i>	NZTA does not accept the suggested approach to management plans See response to condition 3	
5	Subject to any dispute notified in accordance with condition 6, if written acknowledgement of certification is not provided by the Council within 20 working days of the Requiring Authority sending the GESMP and the ULDMP for certification, the certification shall be deemed to be confirmed.	New conditions 4-6 are proposed to address management plans, including			

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6	Dispute: a) In the event of any dispute arising as to any certification matters required by the designation conditions, or as to the implementation of, or monitoring required by the conditions, matters shall be referred in the first instance to the Council and to the Requiring Authority's Regional Highway Manager to determine a process of resolution. b) If a resolution cannot be agreed within 1 month of lodging the particular management plan, the matter may be referred to an independent appropriately qualified expert, acceptable to both parties, setting out the details of the matter to be referred for determination and the reasons the parties do not agree. c) The qualified expert shall be appointed within 10 working days of the Requiring Authority or the Council giving notice of their intention to seek expert determination. The expert shall, as soon as possible, issue a decision on the matter. d) The decision of the qualified expert is binding on the Requiring Authority and shall be implemented by the Requiring Authority.	the ability for them to be prepared in stages (if required).	<i>WDC considers a dispute resolution mechanism should be retained as part of the certification process. There are processes which can lead to disputes during Management Plans Certification and this condition would provide a mechanism to resolve them.</i>	NZTA does not accept the suggested approach to management plans See response to condition 3	
7	Following initial certification, the Requiring Authority may request amendments to the GESMP and the ULDMP by submitting the amendments in writing to the Council for certification in accordance with condition 5 and 6. Any changes to management plans shall remain consistent with the overall intent of the relevant management plan, and no changes shall take effect until certified by the Council.		<i>WDC seeks that Management plan certification conditions are retained. Any amendments may also require a specific mechanism to integrate them into already certified plans, so this condition should also be retained.</i>	NZTA does not accept the suggested approach to management plans See response to condition 3	
4	A management plan referred to in Condition 3 shall: a) Be prepared and implemented in accordance with the relevant condition(s) as specified in Condition 3; b) Be prepared by a SQP; c) Include sufficient detail to the management of effects associated with the relevant activities and/or stage of work to which it relates.			NZTA proposes amendments for clarity Clause c) could introduce uncertainty and is unnecessary in light of clauses a) and b).	A management plan referred to in Condition 3 shall: a) Be prepared and implemented in accordance with the relevant condition(s) as specified in Condition 3; b) Be prepared by a SQP; c) Include sufficient detail to the management of effects associated with the relevant activities and/or stage of work to which it relates.
5	A management plan may: a) Be submitted in parts or in stages to address particular activities or a stage of work of the Project; b) Except for material changes, be amended to reflect any changes in design, construction method, or management of effects without further process.		A management plan may: a) Be submitted in parts or in stages, <u>as discussed and agreed with the District Council</u>, to address particular activities or a stage of work of the Project; b) Except for material changes, be amended to reflect any changes in design, construction method, or management of effects without further process.	NZTA does not accept the suggested amendments Staging and progressive submission of management plans is a practical and well-established approach for large linear infrastructure projects. Staging would be determined by the works or activities described in the Outline Plan, which is for the Requiring Authority to determine, based on its	

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				construction programme (or other relevant matters). Requiring prior agreement with WDC on the factors driving the need for staging, which could include complex construction factors, would not be practical.	
6	If there is a material change required to a management plan which has been submitted as part of an Outline Plan, the revised part of the plan shall be submitted to Council as an update to the Outline Plan as soon as practicable following identification of the need for a revision.			Note: a new definition of Material Change has been added.	

	Amendments proposed at lodgement		WDC Section 53 tracked changes or comments	NZTA Response (14 May)	Updated proposed amendments
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Construction Environmental and Social Management Plan					
8	At least one month prior to the Commencement of Works, the Requiring Authority shall submit a Construction Environmental and Social Management Plan (CESMP) to the Council for certification. The CESMP shall include: a) The provision to be made for property access during construction, including temporary access where necessary. b) A protocol for addressing any complaints or issues that require a change to the CESMP arising during construction, including the contact names and telephone numbers for the appropriate representative from the Requiring Authority, including 24 hour emergency contact details. c) A requirement that machinery shall be thoroughly cleaned to remove soil and vegetation before entry to the construction site. A weed monitoring and management programme shall be developed and implemented to ensure any weed species growing within the completed construction areas or replanted areas are removed. The programmes shall be implemented for a minimum of 12 months from completion of construction or replanting, whichever is the latter. d) Lighting utilised during construction of the Project shall be minimised, downward facing and designed so that spill onto neighbouring lots does not occur. e) The CESMP shall provide that the hours of construction activities shall be limited to 7am to 7pm Monday to Saturday. No construction activities, other than dust suppression activities carried out by the Requiring Authority or its contractors, shall occur on Sundays or public holidays. f) The CESMP shall contain a protocol for consultation with the Council and for providing information to the local community prior to and throughout the construction phase. g) Chapters containing the following specific plans: 1. Traffic Management Plan (TMP) 2. Construction Air Quality Management Plan (CAQMP) 3. Construction Noise and Vibration Management Plan (CNVMP) 4. Spill Response Plan (SRP) 5. Erosion and Sediment Control Plan (ESCMP) 6. Archaeological and Cultural Sites Management Plan (ACSMP) 7. Heritage Management Plan (HMP) Advice Note: The management plans listed above are more appropriate to be completed following the detailed design process. Specific requirements for each Management Plan are set out in the conditions below.	Replace condition 8 with a new CEMP condition which retains the core requirements but is updated and identical to the CEMP requirements under the regional council consents (see Condition MP.6). This approach will ensure a consistent approach to the CEMP across both consent authorities. Prescription around the hours of construction activities has been removed as this could pose unnecessary constraints on the efficient and timely completion of the Project. Potential effects from construction activities are already appropriately managed by other designation conditions, including the Construction Traffic Management Plan and Construction Noise and Vibration Management Plan and standards contained therein. Inclusion of protocols relating to Whitiora have been added to address their feedback.	<i>WDC requests that the certification process is retained for the CEMP.</i> <i>Removing the hours of construction will need to be appropriately addressed in Management plans. The certification process would allow WDC to assess whether this has been addressed so there aren't unintended effects on neighbouring properties.</i> <i>Compliance Monitoring (item (q) in the proposed condition) should be a separate condition.</i> <i>It is recommended that Point (i) is added, relating to lighting. This was part of the original conditions (Condition 8.d) and is considered important to mitigate effects on neighbouring properties.</i> The CEMP must contain the following information: <i>General</i> (a) Key staff responsibilities and contact details, including emergency contacts; (b) Training requirements for employees, sub-contractors and visitors; (c) Environmental incident and emergency management procedures; (d) Communication and interface procedures, including a protocol for consultation with CRC and WDC and for providing information to the local community prior to and throughout the construction phase; (e) A protocol for provision of a summary of outcomes to Whitiora, on a six-monthly basis, from monitoring required under this management plan; (f) A protocol for consultation with Whitiora in respect of any concerns or issues in relation to effects on the environment during construction, and in particular observed effects on water quality and the health and wellbeing of waterbodies; (g) Complaints procedures; (g) Complaints procedures;	NZTA does not accept the suggested approach to management plans See response to condition 3. NZTA accepts the suggested amendment condition, with amendments WDC has proposed an alternative clause to address potential effects of lighting. NZTA accepts the alternative wording with modifications as there may be circumstances where lighting during construction cannot be downward facing, for example on bridge construction. See response to condition 100 in relation to WDC compliance monitoring. The intent of compliance monitoring on this condition relates to compliance checks by the Requiring Authority rather than WDC compliance monitoring. NZTA proposes a purpose statement be added for the management plan. The CEMP provides an overarching framework for managing construction activities. NZTA has proposed minor amendments for clarity, particularly in relation to 'Actions and Reporting' Note: the resource consents propose a condition requiring no hazardous substances storage within 20 m of a watercourse, wetland or Community Drinking Water	The purpose of the CEMP is to provide an overarching framework for managing construction activities and associated effects to ensure construction activities are planned and undertaken in accordance with the designation conditions. The CEMP must contain the following information: <i>General</i> (a) Key staff responsibilities and contact details, including emergency contacts; (b) Training requirements for employees, sub-contractors and visitors; (c) Environmental incident and emergency management procedures; (d) Communication and interface procedures, including a protocol for consultation with CRC and WDC and for providing information to the local community prior to and throughout the construction phase; (e) A protocol for provision of a summary of outcomes to Whitiora, on a six-monthly basis, from monitoring required under this management plan; (f) A protocol for consultation with Whitiora in respect of any concerns or issues in relation to effects on the environment during construction, and in particular observed effects on water quality and the health and wellbeing of waterbodies; (g) Complaints procedures; (h) Proposed hours of working; <i>Site management</i> (i) Lighting utilised during construction of the Project shall be minimised and downward facing to the extent practicable and designed so that nuisance spill onto neighbouring lots does not occur. (j) Spill response procedures and protocols, including methods to ensure hazardous substance storage and use occurs away from Watercourses, Wetlands, and Community Drinking Water Protection Zones; (k) Provision for private property access during construction, including temporary access where necessary.

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	<u>The CEMP must contain the following information:</u> <u>General</u> (a) <u>Key staff responsibilities and contact details, including emergency contacts;</u> (b) <u>Training requirements for employees, sub-contractors and visitors;</u> (c) <u>Environmental incident and emergency management procedures;</u> (d) <u>Communication and interface procedures, including a protocol for consultation with CRC and WDC and for providing information to the local community prior to and throughout the construction phase;</u> (e) <u>A protocol for provision of a summary of outcomes to Whitiara, on a six-monthly basis, from monitoring required under this management plan;</u> (f) <u>A protocol for consultation with Whitiara in respect of any concerns or issues in relation to effects on the environment during construction, and in particular observed effects on water quality and the health and wellbeing of waterbodies;</u> (g) <u>Complaints procedures;</u> (h) <u>Proposed hours of working;</u> <u>Site management</u> (i) <u>Spill response procedures and protocols, including methods to ensure hazardous substance storage and use occurs away from Watercourses, Wetlands, and Community Drinking Water Protection Zones;</u> (j) <u>Provision for property access during construction, including temporary access where necessary.</u> (k) <u>Measures to delineate Site boundaries, maintain site security, prevent access, and ensure the safe and practical operation of adjacent sites;</u> (l) <u>Management of construction lighting, to minimise spill onto surrounding properties;</u> (m) <u>Methods for providing for the health and safety of the general public;</u> (n) <u>Rehabilitation of construction laydown area and yards;</u> <u>Actions and reporting</u> (o) <u>Corrective actions;</u> (p) <u>Environmental auditing and reporting;</u> (q) <u>Compliance monitoring;</u> (r) <u>Quality assurance;</u> (s) <u>Review processes, including a protocol for amending the CEMP as a result of any complaints or issues arising during construction.</u>		(h) Proposed hours of working; <i>Site management</i> (i) <u>Lighting utilised during construction of the Project shall be minimised, downward facing and designed so that spill onto neighbouring lots does not occur.</u> (j) Spill response procedures and protocols, including methods to ensure hazardous substance storage and use occurs away from Watercourses, Wetlands, and Community Drinking Water Protection Zones; (k) Provision for property access during construction, including temporary access where necessary. (l) Measures to delineate Site boundaries, maintain site security, prevent access, and ensure the safe and practical operation of adjacent sites; (m) Management of construction lighting, to minimise spill onto surrounding properties; (n) Methods for providing for the health and safety of the general public; (o) Rehabilitation of construction laydown area and yards; <i>Actions and reporting</i> (p) Corrective actions; (q) Environmental auditing and reporting; (r) Compliance monitoring; (s) Quality assurance; (t) Review processes, including a protocol for amending the CEMP as a result of any complaints or issues arising during construction.	Protection Zone (condition C1.29)	(l) Measures to delineate Site boundaries, maintain site security, prevent <u>public</u> access, and ensure the safe and practical operation of adjacent sites; (m) Management of construction lighting, to minimise spill onto surrounding properties; (n) Methods for providing for the health and safety of the general public; (o) Rehabilitation of construction laydown area and yards; <i>Actions and reporting</i> (p) <u>Environmental reporting</u> (q) <u>Corrective actions in response to environmental incidents or near misses;</u> (r) <u>Environmental auditing and compliance monitoring and reporting;</u> (s) Compliance monitoring; (t) Quality assurance; (u) Review processes, including a protocol for amending the CEMP as a result of any complaints or issues arising during construction.

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<u>Construction</u> Traffic Management Plan					
9	The <u>Construction</u> Traffic Management Plan (<u>CTMP</u>) shall be provided with and shall form a part of the CESMP. The TMP shall identify the methods for managing traffic during the construction period, including, but not limited to: a) The standards set out in the Code of Practice for Temporary Traffic Management. b) Planning and management of the construction work so public roads remain open or a detour is provided during construction and so that pedestrian and cyclist access and safety is maintained. c) A location plan showing the proposed works, site access points, site yard, and any other point on the local roading network to be regularly accessed during the works. d) A schedule of various work stages and anticipated traffic generation. e) A schedule of roads to be used for haul roads for supply of materials, as well as haul roads used between various stages/locations of the work site.	Minor change to plan name to better reflect its scope. Minor change to reflect the CTMP will be provided with the Outline Plan under Condition 3 (amended).	The Construction Traffic Management Plan (CTMP) shall identify the methods for managing traffic during the construction period, including, but not limited to: a) The standards set out in the Code of Practice for Temporary Traffic Management. b) Planning and management of the construction work so public roads remain open or a detour is provided during construction and so that pedestrian and cyclist access and safety is maintained. c) A location plan showing the proposed works, site access points, site yard, and any other point on the local roading network to be regularly accessed during the works. d) A schedule of various work stages and anticipated traffic generation. e) A schedule of roads <u>including factors for each road, such as surfacing, width, visibility, traffic safety risks</u> to be used for haul roads for supply of materials, as well as haul roads used between various stages/locations of the work site.	NZTA accepts the suggested amendment, with additional amendments The following two administrative amendments are also proposed. Amendments to clause a) as the Code of Practice for Temporary Traffic Management has been withdrawn and replaced by the New Zealand Guide to Temporary Traffic Management. Amendment to clause c) to replace ‘site yard’ with ‘CSA’ as per the application documentation. A new definition is also proposed for CSA. In response to WDC concerns around vehicle speeds on haul roads (see condition 10) a new clause is proposed.	The Requiring Authority shall prepare and implement <u>a</u> Construction Traffic Management Plan (CTMP). The <u>CTMP</u> shall identify the methods for managing traffic during the construction period, including, but not limited to: a) The standards set out in the <u>New Zealand Guide to Temporary Traffic Management Code of Practice for Temporary Traffic Management</u>. b) Planning and management of the construction work so public roads remain open or a detour is provided during construction and so that pedestrian and cyclist access and safety is maintained. c) A location plan showing the proposed works, site access points, CSA site yard, and any other point on the local roading network to be regularly accessed during the works. d) A schedule of various work stages and anticipated traffic generation. e) A schedule of roads including factors for each road, such as surfacing, width, visibility, traffic safety risks to be used for haul roads for supply of materials, as well as haul roads used between various stages/locations of the work site. f) <u>Consideration of vehicle speeds, including location specific speed limits, on haul roads.</u>
<u>Construction Air Quality Management Plan</u>					
10	A Construction Air Quality Management Plan (CAQMP) shall be prepared to ensure that properties are not adversely affected by construction dust. The CAQMP shall contain information on dust mitigation measures, and monitoring and management requirements. The CAQMP shall be provided with and shall form a part of the CESMP. Specific mitigation measures shall be developed as part of the CAQMP and shall be consistent with the construction method. The CAQMP shall identify the mitigation measures to mitigate dust effects, including, but not limited to: a) —Methods to control and limit dust nuisance from construction yards, haul roads, stock piles and the general construction site, including: 1 —Developing location specific speed limits on haul roads, if necessary; 2 —Temporary screening of the construction site; 3. —Watercarts should be available to control construction dust by spraying water where practicable and appropriate;	Delete Condition 10. The CAQMP is proposed to be addressed as a requirement of the regional council consents (see Condition MP.9). This change is needed because this condition was originally developed in 2013 in the absence of any applications being made for regional resource consents. The management of air quality (principally dust) is a better fit with the functions of regional councils, and this approach avoids the potential for duplication and inconsistencies across the implementation of the designation and resource consents.	<i>WDC requests that this condition is retained subject to amendments to remove the areas covered in the ECAN consent conditions (e.g: dust generation from stockpiles).</i>	NZTA does not accept the suggested condition NZTA’s proposed removal of this condition from the designation is on the basis that the management of discharges to air is a regional council function and these matters are appropriately addressed through the Canterbury Air Regional Plan framework and the proposed regional resource consents, including the discharge to air. Retaining a separate designation condition would create a dual management and approval process, with potential for duplication and inconsistency.	

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	4. Wheel washes should be installed no more than 5 metres from public roads to prevent the transport of dusty material off site on vehicle tyres; 5. Criteria for the consideration of ceasing work during adverse weather conditions and dust attenuation methods to be utilised when wind is of a magnitude to potentially create a dust nuisance. b) Measures to address identified and verified adverse dust effects of the Project on sensitive receptors, including options such as cleaning of houses, other buildings and infrastructure. c) Having a community liaison person who is available to deal with any concerns or complaints and contact numbers for key construction staff, staff responsible for dust suppression and cleaning, and council officers; d) Having a comprehensive complaints registry procedure that is communicated to potentially affected parties; e) Regular maintenance of the construction vehicles; and f) Carrying out visual construction dust monitoring if necessary.			WDC have raised specific concerns around speed limits on haul roads being a district council matter. In this regard it is considered concerns around vehicle speeds on haul roads can be appropriately addressed within the Construction Traffic Risk Management Plan, rather than a CAQMP. The CTMP condition has been updated to include a new clause to this effect (see condition 9).	
Construction Noise and Vibration Management Plan					
11	The Requiring Authority shall implement a Construction Noise and Vibration Management Plan (CNVMP) throughout the entire construction period of the Project. The CNVMP shall be provided with and form part of the CESMP for certification that it addresses Conditions 11 to 14 prior to the Commencement of Works. The CNVMP shall describe the measures adopted to meet: a) the noise criteria set out in Condition 13 below, where practicable. Where it is not practicable to achieve those criteria, alternative strategies should be described to address the effects of noise on neighbours, e.g. by arranging alternative temporary accommodation; and b) the Category A vibration criteria set out in Condition 14 below, where practicable. Where it is not practicable to achieve those criteria, a SQP an independent, experienced and suitably qualified expert shall be engaged to assess and manage construction vibration during the activities that exceed the Category A criteria. If predicted construction vibration exceeds the Category B criteria then construction activity should, where practicable, only proceed if approved by the WDC council officer and if there is appropriate monitoring of vibration levels and effects on buildings at risk of exceeding the Category B criteria, by a SQP	Minor change to reflect the CNVMP will be provided with the Outline Plan under Condition 3 (amended). Delete reference to specific experts. SQP is now defined in the designation definitions.	<i>In the original designation conditions, the CNVMP was included as part of CESMP and had to be certified by WDC. WDC seeks that the certification process is retained.</i>	NZTA proposes minor administrative update Please see response at condition 3 in relation to certification. For clarity, NZTA proposes to update clause c) to include reference to condition 13 and 14 that set out the construction noise and vibration criteria. Note: NZTA has not sought to amend the content of the CNVMP, except for minor administrative updates.	The CNVMP shall, as a minimum, address the following: a) Description of the works, anticipated equipment/processes and their scheduled durations. b) Hours of operation, including times and days when construction activities causing noise and/or vibration would occur. c) The construction noise and vibration criteria for the Project as set out in condition 13 and 14.

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	independent, experienced and suitably qualified experts. The CNVMP shall, as a minimum, address the following: a) Description of the works, anticipated equipment/processes and their scheduled durations. b) Hours of operation, including times and days when construction activities causing noise and/or vibration would occur. c) The construction noise and vibration criteria for the Project. d) Identification of affected houses and other sensitive locations where noise and vibration criteria apply. e) Requirement 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 exceed the Category A vibration criteria in Condition 14). f) Mitigation options, including alternative strategies where full compliance with the relevant noise and/or vibration criteria cannot be achieved. g) Details of which operational road-traffic noise mitigation options as required by Condition 12 below will be implemented early enough to also mitigate construction noise. h) Management schedules containing site specific information. i) Methods and frequency for monitoring and reporting on construction noise and vibration. j) Procedures for maintaining contact with stakeholders, notifying of proposed construction activities and handling noise and vibration complaints. k) Construction equipment operator training procedures and expected construction site behaviours. l) Contact numbers for key construction staff, staff responsible for noise assessment and council officers.				
12	The Requiring Authority should, where practicable, implement those Structural Mitigation measures for operational noise detailed in Conditions 92 to 96 which are identified in the CNVMP as also providing construction noise mitigation, prior to commencing major construction works that would be attenuated by these mitigation measures.	N/A (no change)			
13	Construction noise shall be measured and assessed in accordance with NZS 6803:1999 'Acoustics - Construction Noise'. The construction noise criteria for the purposes of the CNVMP are:	N/A (no change)			

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14	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. The construction vibration criteria for the purposes of the CNVMP are: <table><tr><th>Receiver</th><th>Details</th><th>Category A</th><th>Category B</th></tr><tr><td rowspan="2">Occupied dwellings</td><td>Night-time 2000h - 0630h</td><td>0.3 mm/s PPV</td><td>1 mm/s PPV</td></tr><tr><td>Daytime 0630h - 2000h</td><td>1 mm/s PPV</td><td>5 mm/s PPV</td></tr><tr><td>Other occupied buildings</td><td>Daytime 0630h - 2000h</td><td>2 mm/s PPV</td><td>5 mm/s PPV</td></tr><tr><td rowspan="2">All other buildings</td><td>Vibration – transient</td><td rowspan="2">5 mm/s PPV</td><td>BS 5228-2 *1, Table B.2</td></tr><tr><td>Vibration – continuous</td><td>BS 5228-2*1, 50% of Table B.2</td></tr></table> *1 BS 5228-2:2009 ‘Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration’	Receiver	Details	Category A	Category B	Occupied dwellings	Night-time 2000h - 0630h	0.3 mm/s PPV	1 mm/s PPV	Daytime 0630h - 2000h	1 mm/s PPV	5 mm/s PPV	Other occupied buildings	Daytime 0630h - 2000h	2 mm/s PPV	5 mm/s PPV	All other buildings	Vibration – transient	5 mm/s PPV	BS 5228-2 *1, Table B.2	Vibration – continuous	BS 5228-2*1, 50% of Table B.2	N/A (no change)																																												
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15	A Spill Response Plan shall be provided with, and shall form a part of, the CESMP. A Spill Response Plan shall be prepared for construction activities and meet the following minimum requirements: a) All vehicle refuelling and maintenance shall occur in set areas away from waterways. b) Inclusion of a spill response protocol.	Delete Condition 15 and transfer the requirements directly into the CEMP (condition 8). This is for efficiency and avoids the preparation of a separate management plan.																																																																	

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	e) — Measures to be taken to ensure concrete and asphalt related material does not come into contact with any waterway.				
Erosion and Sediment Control Plan					
16	During construction the Requiring Authority shall take all practicable measures to minimise erosion and prevent the discharge of sediment beyond the boundaries of the Project site.	Delete Conditions 16-19. The ESCMP is proposed to be addressed as a requirement of the regional council consents (see Condition MP.10). This change is needed because these conditions were originally developed in 2013 in the absence of any applications being made for regional resource consents. Erosion and sediment control is a better fit with the functions of regional councils, and this approach avoids the potential for duplication and inconsistencies across the implementation of the designation and resource consents.			
17	Erosion and sediment control measures shall be constructed and maintained in accordance with the Erosion and Sediment Control Guidelines for State Highway Infrastructure.				
18	An Erosion and Sediment Control Plan (ESCMP) shall be prepared in accordance with Erosion and Sediment Control Guidelines for State Highway Infrastructure. The Erosion and Sediment Control Plan shall be provided with, and shall form a part of, the CESMP. A Erosion and Sediment Control Plan shall include at minimum: a) — Best practice sediment control measures e.g., Environment Canterbury, 2007, the Erosion and Sediment Control Guidelines for State Highway Infrastructure, 2014, NZ Transport Agency, for reduction of erosion and sediment input while vegetation is becoming established. b) — All areas subject to disturbance shall be revegetated as soon as possible once construction has ceased. c) — Use suitable ground and soil erosion cover options on any sloping areas near waterways including Taranaki Stream crossing, Waihora Creek realignment, Cam River bridge and the Kaiapoi River bridge. d) — Particular stringent requirements for the upper Waihora Creek. e) — Undertake regular monitoring and inspections.				
19	Within the ESCMP, a specific Management Plan shall also be prepared for the works within the Cam River and Kaiapoi River to address sediment control and the need to establish a dry work area if wet concrete is to be used within the river.				
Tangata Whenua					
20	Prior to the detailed design and Commencement of Works for the Project, the Requiring Authority shall establish a Cultural Advisory Group (CAG), consisting of at least 3 mandated members of Ngāi Tūāhuriri and one representative of Mahaanui Kurataiao Limited <u>Whitiora</u> . The CAG shall be formed on Terms of Reference to be agreed between the Requiring Authority and Ngāi Tūāhuriri representatives.	Remove reference to Mahaanui Kurataio Ltd and replace with Whitiora. This has already occurred under a prior designation alteration process (WDC ref: RC245249) but has not been reflected in the online version of the OWDP, so is included here again for completeness (but with minor correction from “Whiti Ora		Note: this condition is already being fulfilled.	

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		Limited” to “Whitiora”, which is also now defined in the terms and definition table).			
21	The Requiring Authority shall use its reasonable endeavours to continue its ongoing discussions and consultation with the landowners of Maori Reserve 873 land that is directly affected by the Project. Advice Note: The consultation requirements under this condition include consultation undertaken by the Requiring Authority in accordance with its obligations under the Te Ture Whenua Maori Act 1993 and the Public Works Act 1981.	Delete Condition 21. The updated Project design now avoids Maori Reserve 873. The designation was removed from this property, under s182 of the Resource Management Act 1991, in August 2025.	<i>Partial removal of Designation over Part Te Wera Maori Reserve 873 Block held in Record of Title 495271 was undertaken. Council records RC255268.</i>		
22	The Requiring Authority shall ensure that land disturbance as a result of the Project between Pineacres and the Smith Street overpass avoids Te Kai a Te Atua urupā and the adjoining dune ridge Nuku Te Hiwi.	N/A (no change)			
23	The Requiring Authority shall adopt the “Cultural Health Index for Streams and Waterways” as a culturally relevant and measurable means of monitoring the effect of the Project on the surrounding streams and waterways.	N/A (no change)		Note: NZTA is already working in accordance with this condition with Whitiora to develop culturally relevant and measurable monitoring.	
24	The Requiring Authority shall adopt and implement a restoration re-vegetation planting plan that enhances bio-diversity and in stream values utilising those taonga plant species that would naturally occur within the Project area.	N/A (no change)		Note: Project design has been undertaken in accordance with the requirements of this condition. The planting plans have been prepared with landscape, ecological and cultural input. The planting plans will be provided as part of the Outline Plan.	
25	The Requiring Authority shall ensure the installation of information features occurs in locations to inform pedestrian and cycle users of significant events or historical sites in the immediate vicinity as well as in the wider cultural landscape.	N/A (no change)			
Archaeological and Cultural Sites					
26	An updated archaeological assessment shall be undertaken by an independent, suitably qualified and experienced archaeologist following the detailed design of the Project to ensure the entire Project site is assessed.	Delete Condition 26 as it is now redundant. This assessment is provided in this Application in support of the archaeological authorities sought from HNZPT.			
27	A Section 44 (Heritage New Zealand Pouhere Taonga Act 2014) Archaeological Authority for the site shall be sought from Heritage New Zealand following the updated archaeological assessment required by condition 26 but prior to any proposed geotechnical testing or earthworks for the Project.	Delete Condition 27 as it is now redundant. Archaeological authorities are being sought from HNZPT as part of the Application.			

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Archaeological and Cultural Sites Management Plan					
28	Prior to any geotechnical testing or the Commencement of Works for the Project, the Requiring Authority and the CAG shall jointly prepare an Archaeological and Cultural Sites Management Plan. The purpose of the Archaeological and Cultural Sites Management Plan is to require the Requiring Authority to undertake construction in a manner that ensures the use of appropriate training, methods, protocols, and procedures in relation to the possible presence of archaeological sites or material that may be discovered during construction and the appropriate investigation and recording of any archaeological resources discovered during the construction of the Project. The Archaeological and Cultural Sites Management Plan shall be provided with and shall form a part of the CESMP.	The reference to geotechnical testing is now redundant and can be removed. Minor change to reflect the ACSMP does not necessarily need to be provided with the CEMP.		Note: This condition has informed the joint preparation of a draft ACSMP.	
29	The Archaeological and Cultural Sites Management Plan shall, as a minimum, contain the following requirements to be met by the Requiring Authority during construction of the Project: Archaeological Sites a) Any known archaeological sites within the Project site but outside the construction footprint shall be appropriately identified on the ground, and measures taken, where practicable, to avoid disturbance or destroying the archaeological site. b) The mandated Te Ngāi Tūāhuriri Rūnanga representatives with training in the recognition of archaeological sites shall be engaged to assist the archaeologist to monitor geotechnical testing and earthworks related to the construction of the Project. c) In the event of discovery of complex prehistoric archaeological deposits, the archaeologist shall present to mandated Te Ngāi Tūāhuriri Rūnanga representatives and to Te Ngāi Tūāhuriri Rūnanga members at a General Meeting of the Runanga, an excavation plan and timetable for comment and input. d) All contractors and management shall be briefed by the archaeologist prior to Commencement of Works, as to the nature of any archaeological residues which may be uncovered, the statutory requirements of the Heritage New Zealand Pouhere Taonga Act 2014 and the Protected Objects Act 1975. e) The storage and/or display of any artefacts, taonga and other cultural material associated with pre-historic archaeology located or excavated shall be determined in consultation with mandated Te Ngāi Tūāhuriri Rūnanga representatives. f) All research and analysis of any cultural heritage located within the Project area shall be completed in a timely fashion and that copies of all reports be provided to	Update Mahaanui Kurataiao Ltd to Whitiara as per Condition 20.		Note: The Archaeological Authorities also prescribe the preparation, implementation and certification of an ACSMP. While the condition wording differs, they are not inconsistent with one another. It is noted a draft ACSMP has already been jointly prepared with Whitiara in accordance with the requirements of this condition and the corresponding Archaeological Authority condition.	

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	mandated Te Ngāi Tūāhuriri Rūnanga, the Office of Te Ngāi Tūāhuriri Rūnanga Inc Soc and representatives and Whitiara Mahaanui Kurataiao Ltd. Archaeological Sites Protocol g) The Archaeological and Cultural Sites Management Plan shall set out how the Requiring Authority shall comply with the following Archaeological Sites Protocol, including: 1) A consulting Archaeologist will be engaged to advise on methods to be undertaken to ensure that adverse effects on archaeological sites are avoided, remedied, reduced or mitigated. The Requiring Authority shall consult with mandated Te Ngāi Tūāhuriri Rūnanga representatives regarding the appointment of the archaeologist. 2) The Requiring Authority shall provide the consulting archaeologist, and mandated Te Ngāi Tūāhuriri Rūnanga representatives and Whitiara Mahaanui Kurataiao Ltd with the following information no less than 10 working days prior to any earthmoving activities. - a A schedule of the dates of all significant earthmoving events, their sequence and duration; - b A summary of all measures being undertaken to ensure that adverse effects on archaeological values are avoided, remedied, reduced or mitigated. 3) The Requiring Authority shall, from time to time, invite mandated Te Ngāi Tūāhuriri Rūnanga representatives and Whitiara Mahaanui Kurataiao Ltd to attend any episode of monitoring or earthmoving activity. 4) The Requiring Authority shall provide mandated Te Ngāi Tūāhuriri Rūnanga representatives, the Office of Te Ngāi Tūāhuriri Rūnanga Inc Soc and Heritage New Zealand with a copy of all archaeological monitoring and investigation results which are required by the conditions of this designation with an invitation to respond, comment or meet to discuss any results. 5) The Requiring Authority shall notify the Council of all information provided to mandated Te Ngāi Tūāhuriri Rūnanga representatives and Whitiara Mahaanui Kurataiao Ltd and any responses received. If appropriate the Council, with the agreement of the Requiring Authority and mandated Te Ngāi Tūāhuriri Rūnanga representatives, shall convene meetings/hui should any of the information or issues require further discussion.				

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	<i>Wahi Tapu, Wahi Taonga and Urupa Protocol</i> h) The Archaeological and Cultural Sites Management Plan shall set out how the Requiring Authority shall comply with the following Wahi Tapu, Wahi Taonga and Urupa Protocol, including: 1) The mandated representative of Te Ngāi Tūāhuriri Rūnanga trained in the discovery and recognition of archaeological sites will be engaged to be present during site preparation, excavation and construction, to act as advisor to the Requiring Authority on identification of Wāhi Tapu, Wāhi Taonga, Urupā or historic cultural sites. 2) The Requiring Authority shall consult with mandated Te Ngāi Tūāhuriri Rūnanga representatives to determine in accordance with tikanga Māori, if there are any matters of protocol which tāngata whenua wish to undertake in relation to the commencement of any development works, significant events or the commissioning of the completed works. 3) The Requiring Authority shall ensure that staff involved with earthmoving activities have received appropriate training and are aware of the requirement to effect and monitor earthmoving activities in a way that enables the identification of Wāhi Tapu, Wāhi Taonga, Urupā or historic cultural sites. Mandated Te Ngāi Tūāhuriri Rūnanga representatives shall be contracted to provide appropriate training to staff. 4) Immediately when it becomes apparent that a Wāhi Tapu, Wāhi Taonga, Urupā or historic cultural site has been discovered, earth moving activities shall stop. The contractor will shut down all machinery or activity immediately, leave the area and advise the Requiring Authority of the occurrence. In cases where discoveries other than suspected Koiwi Tāngata (human remains) are suspected: 5) The mandated representative of Te Ngāi Tūāhuriri Rūnanga will be consulted by the Requiring Authority to determine what further actions are required to safeguard the site or its contents, and to avoid, reduce, remedy or mitigate any damage to the site. Where Koiwi Tāngata (human remains) are suspected: 6) The Requiring Authority shall take steps immediately to secure the site in a way that ensures the koiwi tāngata are untouched.				

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	7) The Requiring Authority shall be responsible for notifying the Te Ngāi Tūāhuriri Rūnanga, the Police and Heritage New Zealand and that it is suspected koiwi tāngata that have been uncovered. 8) The Requiring Authority of the site shall see that staff are available to meet and guide Kaumatua, the Police and Heritage New Zealand staff to the site, assisting with any requests that they may make. 9) Earthmoving operations in the affected area shall remain halted until the kaumatua; Police and Heritage New Zealand staff have marked off the area around the site and given approval for earthmoving operations to begin. 10) If the kaumatua are satisfied that the Koiwi Tāngata are of Māori origin, the kaumatua shall decide what happens to the koiwi tāngata and give their decision to the Police, the Archaeologist, Heritage New Zealand and the Requiring Authority. <i>Advice Notes:</i> <i>PURPOSE.</i> <i>The purpose of a “Discovery Protocol for Wāhi Tapu, Wāhi Taonga and Urupā is to:</i> <i>a) Manage and protect the integrity of known and unknown archaeological sites from damage and loss;</i> <i>b) Maximise the opportunity to retrieve physical and archaeological evidence from disturbed sites;</i> <i>c) Obtain quality information on the lives of people , their activities, food, resource use, trails and habitation areas of Ngāi Tahu ancestors from archaeological sites; and</i> <i>d) Ensure Te Ngāi Tūāhuriri Rūnanga is satisfied with the management of any koiwi tāngata.</i> <i>RESPONSIBILITIES.</i> <i>Te Ngāi Tūāhuriri Rūnanga shall:</i> <i>a) Inform the Requiring Authority of the position of any known sites prior to commencement of earth moving activities.</i> <i>b) Inform the Requiring Authority in accordance with tikanga Māori, if there are any matters of protocol which Te Ngāi Tūāhuriri Rūnanga wish to undertake in relation to the commencement of work or significant events.</i> <i>c) Provide a contact list of persons and phone, fax and mobile numbers to the Requiring Authority.</i> <i>d) Adopt a policy of response to notification of a “suspected find site” to ensure that within a 24 hour time frame the following actions occur;</i>				

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	1) contacting the appropriate people and organisations depending on the nature of the “find”. 2) arranging a time to inspect the site. 3) identifying the appropriate action and timeframe within which to remove from the site or otherwise manage any archaeological material (note this does not require removal of the archaeological material from the site within 24 hours). The Consent holder shall: a) Ensure staff are aware of their responsibilities under the Archaeological Sites Protocol. b) Implement a reporting procedure in the event of any “find” of archaeological material. c) Meet all obligations under the Heritage New Zealand Pouhere Taonga Act 2014. d) Provide the mandated Te Ngāi Tūāhuriri Rūnanga representatives with the following reports no less than 10 working days prior to any earth moving works: 1) A schedule of the dates of all earth moving events their sequence and duration. 2) A summary of all measures being undertaken to ensure adverse effects on archaeological values are, remedied or mitigated. e) Invite Te Ngāi Tūāhuriri Rūnanga to attend any episode of archaeological monitoring or earthmoving activity. f) Provide the mandated Te Ngāi Tūāhuriri Rūnanga representatives with a copy of all archaeological monitoring and investigation results with an invitation to respond, comment or meet to discuss any results.				
Heritage					
30	During the detailed design of the Project and prior to the provision of the CESMP to the Council in accordance with condition 3 8 , the Requiring Authority shall, in consultation with the property owner, engage an SQP independent, experienced and suitability qualified heritage expert to undertake a further heritage assessment of the heritage property at 110 Parsonage Road using guidance provided by the Requiring Authority’s Guide to Assessing Historic Heritage Effects for State Highway Projects (the revised heritage assessment).	Minor edit to the name and cross-reference of the CEMP, as outlined above. Delete reference to specific experts. SQP is now defined in the designation definitions.		Note: the requirements of this condition are already in progress to be fulfilled.	
31	If the revised heritage assessment recommends mitigation measures to remedy or mitigate adverse effects on heritage values for 110 Parsonage Road as a result of the Project (construction or operation), the Requiring Authority shall consult with the owners of 110 Parsonage Road on the preparation of a Heritage Management Plan. The objective of the Heritage Management Plan is to provide the methods, actions and timeframes for the implementation of the mitigation measures recommended in the revised heritage	Minor change to reflect the HMP does not necessarily need to be provided with the CEMP.		Note: the requirements of this condition are already in progress to be fulfilled.	

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	assessment. The Heritage Management Plan shall be provided with, and shall form a part of, the GESMP. <i>Advice Note: Conditions 30-31 are in addition to, not a replacement for, other mitigation measures for this property, including conditions 11-14 (construction noise and vibration), 40-41 (visual mitigation), 58-64 (trees), and 92-96 (operational noise).</i>				
32	The Requiring Authority shall engage an SQP independent, experienced and suitability qualified heritage expert to provide a photographic record of the heritage property at 110 Parsonage Road and surrounding landscape, firstly, prior to the Commencement of Works and secondly, upon completion of construction of the Project. The photographic record shall be provided to the Council and Heritage New Zealand.	Delete reference to specific experts. SQP is now defined in the designation definitions.		Note: the requirements of this condition are already in progress to be fulfilled.	
33	The Requiring Authority shall be deemed to have complied with conditions 30 to 32 above where: a) the Requiring Authority fulfils the obligations in conditions 30, 31 or 32 ; or b) the owner of 110 Parsonage Road does not accept either the Requiring Authority's offer to undertake the revised heritage assessment and mitigation measures under conditions 30 to 31, or the photographic record under condition 32; or c) the owner of 110 Parsonage Road cannot, after reasonable enquiry, be contacted.	N/A (no change)		Note: the requirements of this condition are already in progress to be fulfilled.	
Urban and Landscape Design Management Plan					
34	At any time prior to the Outline Plan being lodged in accordance with condition 3, t The Requiring Authority shall submit prepare an Urban and Landscape Design Management Plan (ULDMP) to the Council for certification in accordance with conditions 5 to 7. The purpose of the ULDMP is to integrate the Project's permanent works into the surrounding landscape and urban context and to illustrate the urban and landscape design of the Project.	Minor change to reflect the ULDMP will be provided with the Outline Plan under Condition 3 (amended).	<i>WDC requests that the certification process is retained.</i> <i>Changes are also proposed to this condition requiring additional landscape and visual mitigation information</i> <u>The ULDMP shall also include location-specific landscape and visual mitigation measures, landscape plans and cross sections for the Cam River bridge environs, Pegasus Interchange, and any permanent mitigation planting associated with the Lees Road CSA rehabilitation area and other altered designation areas proposed in the Substantive application dated December 2025 under Fast Track approvals Act 2024.</u>	NZTA does not accept the suggested amendment NOTE: WDC have not provided suggested amendments, but do not accept the proposed amendments to this condition. Please see response at condition 3 in relation to certification. The ULDMP is already required to address these matters as per Condition 36 b) concept plans c) urban design and planting details. The landscape drawing package is required to be provided as part of the Outline Plan.	NOTE: WDC does not agree with inclusion of management plans with the Outline Plan process. Wording at lodgement is retained. The ULDMP shall also include location-specific landscape and visual mitigation measures, landscape plans and cross sections for the Cam River bridge environs, Pegasus Interchange, and any permanent mitigation planting associated with the Lees Road CSA rehabilitation area and other altered designation areas proposed in the Substantive application dated December 2025 under Fast Track approvals Act 2024.

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				It is noted the ULDMP includes visualisations for key Project structures and where the potential for moderate to high visual effects have been identified.	
35	The ULDMP shall be prepared by an independent, experienced and suitably qualified persons, who shall include an urban designer and a landscape architect, and shall: a) Take into account the findings, and implement the recommendations where relevant, of the Urban Design, Landscape and Visual Impact Assessment <u>included in the Notice of Requirement 2013</u>; b) Implement and build onto the design concepts in the Project's Urban and Landscape Design Framework (ULDF); c) Take guidance from the Requiring Authority's Urban Design Guidelines: Bridging the Gap (2013); d) Implement any other relevant document; and e) Take into account the requirements in conditions 24 and 45-4647.	Delete reference to specific experts. New condition 4 requires all management plans to be prepared by a SQP (which is defined in the designation definitions). Minor update to clause (a) for clarity. Update to cross-reference in clause e (Condition 47 is proposed to be deleted).	The ULDMP shall be prepared by suitably qualified and experienced person(s), including at minimum a landscape architect and urban designer The ULDMP shall: a) Take into account the findings, and implement the recommendations where relevant, of the Urban Design, Landscape and Visual Impact Assessment included in the Notice of Requirement 2013; <u>and the Urban, Landscape and Visual Effects Assessment prepared for the Substantive application dated..... 2025.</u> b) Implement and build onto the design concepts in the Project's Urban and Landscape Design Framework (ULDF); c) Take guidance from the Requiring Authority's Urban Design Guidelines: Bridging the Gap (2013); d) Implement any other relevant document; and e) Take into account the requirements in conditions 24 and 45-46 f) <u>include detailed planting plans, planting schedules, ground preparation / topsoil requirements, maintenance schedules, replacement obligations, and implementation timing for all mitigation planting relied upon to reduce adverse landscape or visual effects.</u>	NZTA accepts the suggested amendments in part New condition 4 requires all management plans be prepared by a SQP and therefore it is unnecessary to add this requirement to this condition. NZTA agrees the findings and recommendations of the 2025 Urban Landscape and Visual Effects Assessment should be taken into account during preparation of the ULDMP. Detailed planting plans and schedules, and ground preparations will be provided as part of the Landscape drawings package as part of the Outline Plan. Condition 36. c) requires obligations for monitoring, maintenance and replacement of dead, damaged or diseased trees be specified in the UDLMP.	The ULDMP shall be prepared by suitably qualified and experienced person(s), including at minimum a landscape architect and urban designer The ULDMP shall: a) Take into account the findings, and implement the recommendations where relevant, of the Urban Design, Landscape and Visual Impact Assessment included in the Notice of Requirement 2013; and the Urban, Landscape and Visual Effects Assessment prepared for the Substantive application dated December 2025. b) Implement and build onto the design concepts in the Project's Urban and Landscape Design Framework (ULDF); c) Take guidance from the Requiring Authority's Urban Design Guidelines: Bridging the Gap (2013); d) Implement any other relevant document; and e) Take into account the requirements in conditions 24 and 45-46. f) include detailed planting plans, planting schedules, ground preparation / topsoil requirements, maintenance schedules, replacement obligations, and implementation timing for all mitigation planting relied upon to reduce adverse landscape or visual effects.
36	The ULDMP shall contain the following to guide and inform the detailed design of the Project: 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, walking and cycling facilities and structures (including bridges, underpasses and associated retaining walls) which are identified in the ULDF as being in highly sensitive locations;	Updated "SEA" to "designation" for clarity (Short Eastern Alignment was the original option for the bypass component of the Project).			

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	b) A concept plan – this shall depict the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposal if different from the ULDF concepts; c) Landscape, urban design and planting details, including, but not limited to: 1) High amenity design concepts for the following walking and cycling connections within the designation SEA: A. Williams Street, B. along Woodend Beach Road bridge at the proposed underpass, C. along Gladstone Road bridge at the proposed underpass, D. between Woodend and Pegasus Boulevard, and E. between Woodend and Kaiapoi. 2) Concepts for roadscape elements to achieve a motorway that provides a quality road user experience, is aesthetically pleasing and legible. This can be achieved through the direction of views and use of specific types of vegetation, and potentially the use of art, to showcase culturally significant natural features and ‘tell the story’ of the local area and integrate distinct themes of cultural significance into the design. 3) The design of the ramps leading to the bridges for the dedicated pedestrian and cycling connections along Gladstone and Woodend Beach Roads should optimise the ease with which these routes could be used. 4) The proposed underpasses that connect Gladstone and Woodend Beach Roads with the recreational facilities on the coast should indicate this connection through cues such as the type of vegetation and views. 5) Concepts for the sustainable and low maintenance design of the Gladstone Road and Woodend Beach Road underpasses and to enhance the experience of the road user. 6) Signage to indicate connections between communities. 7) Concepts to provide expansive views from the pedestrian and cyclist shared path on Gladstone Road and Woodend Beach Road at the underpasses. 8) Locally altered stream cross section design, culvert design, and planting. 9) Direction of views, use of vegetation and potentially art to showcase culturally significant natural features and ‘tell the story’ of the local area.				

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	10) Provision of an aesthetically pleasing, and legible environment that provide cues about the location through the use of signs and the direction of views. 11) Placement of vertical elements such as noise and light attenuation walls, and trees to direct views of the surrounding area and natural features and provide context. 12) Use of materials and colours to achieve Integration of the Project into its natural environment. 13) An aesthetically appealing, sustainable and low maintenance design that provides a quality road user experience and includes distinct local themes of cultural significance. 14) The detail design of the landscape elements of the Project should specify how vegetation should: A. Mitigate any severance and adverse effects on immediate natural environment where possible; B. Enhance and provide new ecological connections; C. Enhance biodiversity through the utilisation of plant species that would naturally occur within the Project area; D. Relate to culturally significant local landscape elements; and E. Provide for a high quality road user experience. 15) The amenity of the pedestrian and cycling facilities along Gladstone Road and Woodend Beach Road at the underpasses and along Williams Street at the overpass so that they function as informal public spaces which offer expansive views and amenity, e.g. through generous width and elements such as lighting, signage and planting. 16) Planting of embankments. 17) The design of stormwater facilities associated with the Project to: A. provide ecological amenity in locations of ecological value; B. provide for a high quality road user experience; and C. Consist of low maintenance materials. 18) Any obligations for monitoring, maintenance and/or replacement of damaged, dead or diseased trees or other vegetation planted in accordance with (c). These obligations shall commence following planting and continue: A. during construction of the Project; and				

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	B. for two years following the opening on the Project				
37	The works demonstrated on the certified ULDMP shall be undertaken in accordance with the plans and specifications contained in the ULDMP.	Reference to certification removed given the ULDMP is now proposed to be provided with the Outline Plan.		Note: The landscape drawing package has been prepared in accordance with the ULDMP.	
Landscape					
38	A new 'informal gateway' at the future northern entrance into Woodend shall be created in order to replace the visually significant trees at the current northern entrance into Woodend that currently function as a gateway and that will have to be removed for the Project. Advice Note: This condition could be achieved at the time the existing State highway 1 status for the road through Woodend is revoked.	Delete Condition 38. Since the time of confirming the designation (2015), the informal gateway has already been established through placement of Pou and other landscaping features.			
39	The lighting around the proposed Pegasus Boulevard roundabout shall minimise light spill and effects on the night sky.	N/A (no change)	The lighting around the proposed Pegasus interchange Boulevard roundabout shall minimise light spill and effects on the night sky.	NZTA accepts the suggested amendment Note: NZTA applies its own road lighting standards to ensure appropriate safety and amenity outcomes are achieved overtime.	The lighting around the proposed Pegasus interchange shall minimise light spill and effects on the night sky.
39A	The Requiring Authority must establish planting within the Designation on the western boundary of Lot 210 DP 453895 (Pegasus Resort) to provide visual screening of the future overbridge. The planting shall be capable of reaching a minimum height of 6 m within 5 years of the bridge being operational.	New condition. Landscape and visual mitigation of the elevated Pegasus Interchange for users of the Pegasus Resort, as recommended in the ULVDA in Volume 3G of the Application.	The Requiring Authority must establish planting within the Designation on the western boundary of Lot 210 DP 453895 (Pegasus Resort) to provide visual screening of the future overbridge. The planting shall be capable of reaching a minimum height of 6 m within 5 years of the bridge being operational. <u>The planting design shall be submitted to Council for certification as part of the ULDMP and shall show species, grade at planting, spacing, numbers, location, soil depth, ground preparation, irrigation / establishment methodology, and maintenance access.</u> <u>Planting shall be implemented in the first planting season following completion of the relevant earthworks, or earlier where practicable.</u> <u>Maintenance shall be for a minimum period of 10 years from planting, including replacement of dead, dying or diseased plants as soon as practicable. Where space</u>	NZTA accepts the suggested amendments, in part NZTA does not consider the majority of the suggested amendments necessary given the existing ULDMP framework. Condition 36 already provides a detailed framework to guide and inform the detailed urban and landscape design of the Project. The landscape drawing package will be provided within the Outline Plan, covering the full designation extent. It is not necessary for these matters to be addressed separately through additional conditions specific to the Pegasus Interchange.	The Requiring Authority must establish planting within the Designation on the western boundary of Lot 210 DP 453895 (Pegasus Resort) to provide visual screening of the future overbridge. The planting shall be capable of reaching a minimum height of 6 m within 5 years of the bridge being operational. The planting design shall be submitted to Council for certification as part of the ULDMP and shall show species, grade at planting, spacing, numbers, location, soil depth, ground preparation, irrigation / establishment methodology, and maintenance access. Planting shall be implemented in the first planting season following completion of the relevant earthworks, or earlier where practicable. Maintenance shall be for a minimum period of 5 10 years from planting, including replacement of dead, dying or diseased plants as soon as practicable. Where space allows, planting shall include layered tree and shrub structure to break down the apparent scale of retaining walls and bridge approaches.

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			allows, planting shall include layered tree and shrub structure to break down the apparent scale of retaining walls and bridge approaches. <u>Prior to certification of the ULDMP for Pegasus Interchange, the Requiring Authority shall provide updated visual simulations and developed landscape plans for the interchange, including retaining walls, bridge approaches, structural finishes, planting zones and proposed mitigation elements, to confirm that the detailed design is consistent with the assessed visual mitigation outcomes.</u>	Condition 36 also already requires the UDLMP to set out obligations for monitoring, maintenance and replacement trees or vegetation are set out generally. However, to provide additional certainty NZTA accepts a 5 year minimum maintenance period for planting required under this condition. NZTA considers 5 years is sufficient to enable planting to establish.	Prior to certification of the ULDMP for Pegasus Interchange, the Requiring Authority shall provide updated visual simulations and developed landscape plans for the interchange, including retaining walls, bridge approaches, structural finishes, planting zones and proposed mitigation elements, to confirm that the detailed design is consistent with the assessed visual mitigation outcomes.
39B	a) <u>Prior to the development of the Construction Support Area (CSA) at Lees Road (on the parcel legally described as Lot 2 DP 359788), establish visual screening of the CSA along the boundary with Lees Road (except where any vehicle access is required). The visual screening shall include:</u> i. <u>A grassed or vegetated earth bund with a minimum height of 2 m above existing ground level; and</u> ii. <u>Screen planting across the crest of the earth bund with a minimum height of 0.5 m at establishment and a maximum height of 3 m at maturity.</u> b) <u>The visual screening in clause (a) shall remain in place until such time that the CSA is disestablished and the site rehabilitated.</u>	New condition. Mitigation of visual effects as a result of the temporary construction support area, as recommended in the ULVDA in Volume 3G of the Application.	a) Prior to the development of the Construction Support Area (CSA) at Lees Road (on the parcel legally described as Lot 2 DP 359788), establish visual screening of the CSA along the boundary with Lees Road (except where any vehicle access is required). The visual screening shall include: iii. A grassed or vegetated earth bund with a minimum height of 2 m above existing ground level; and iv. Screen planting across <u>between the legal boundary of Lees Road and the crest of the earth bund with a minimum height of 0.5 m at establishment and a maximum height of 3 m at maturity.</u> b) The visual screening in clause (a) shall remain in place until such time that the CSA is disestablished and the site rehabilitated. <u>Screening and planting shall be maintained for the full period the CSA is operative, including replacement of dead, dying or diseased plants as soon as practicable</u> c) <u>Hoardings and any temporary built screening visible from Lees Road shall be in recessive, non-reflective colours.</u> d) <u>Planting shall be planted into minimum of 300mm topsoil that is not overly compacted, or track rolled and suitable for plant establishment.</u> e) <u>The bund and associated planting shall be established prior to the</u>	NZTA accepts the suggested amendments, in part NZTA accepts that screen planting should be provided both across the crest and between the earthbund and the road boundary. NZTA does not consider specification of ground preparation is required as this is already addressed in condition 36 c). NZTA does not consider conditions around temporary hoarding details or establishment timing of the vegetative planting is necessary, because Condition 39B already requires the visual screening be established prior to development of the CSA.	a) Prior to the development of the Construction Support Area (CSA) at Lees Road (on the parcel legally described as Lot 2 DP 359788), establish visual screening of the CSA along the boundary with Lees Road (except where any vehicle access is required). The visual screening shall include: a. A grassed or vegetated earth bund with a minimum height of 2 m above existing ground level; and b. Screen planting across <u>between the legal boundary of Lees Road the crest of the earth bund and between the legal boundary of Lees Road with a minimum height of 0.5 m at establishment and a maximum height of 3 m at maturity.</u> b) The visual screening in clause (a) shall remain in place until such time that the CSA is disestablished and the site rehabilitated. Screening and planting shall be maintained for the full period the CSA is operative, including replacement of dead, dying or diseased plants as soon as practicable c) On completion of CSA use, the site shall be rehabilitated to at least a condition generally consistent with its pre-construction land use and landform drainage pattern and productive / rural condition unless otherwise agreed by Council. Rehabilitation shall include decompaction where required, reinstatement of natural contours, swales and drainage features, and removal of temporary hardstand, buildings and services. Council may require pre- and post-construction topographic and soil information to verify rehabilitation outcomes

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			<u>commencement of other CSA establishment works, except where seasonal constraints make this impracticable, in which case temporary recessive-coloured screening shall be installed until planting is established.</u> f) <u>On completion of CSA use, the site shall be rehabilitated to at least its pre-construction landform, drainage pattern and productive / rural condition unless otherwise agreed by Council. Rehabilitation shall include decompaction where required, reinstatement of natural contours, swales and drainage features, and removal of temporary hardstand, buildings and services. Council may require pre- and post-construction topographic and soil information to verify rehabilitation outcomes.</u>		d) Hoardings and any temporary built screening visible from Lees Road shall be in recessive, non-reflective colours. e) Planting shall be planted into minimum of 300mm topsoil that is not overly compacted, or track rotted and suitable for plant establishment. f) The bund and associated planting shall be established prior to the commencement of other CSA establishment works, except where seasonal constraints make this impracticable, in which case temporary recessive-coloured screening shall be installed until planting is established.
Visual Effects Management Plan					
40	At any point before the Outline Plan is submitted to WDC in accordance with condition 3, the Requiring Authority shall appoint an SQP independent, experienced and suitably qualified landscape architect and arborist to prepare a Visual Effects Management Plan (VEMP). The VEMP shall provide detail of the design approach to avoid, remedy and mitigate the adverse visual impact of the Project. The VEMP shall: a) include the review of the visual effects assessment for all properties included in the 8 August 2014 Evidence of Craig Pocock (Landscape and Visual), prior to the detailed design stage of the Project, in order to take the possible changes in the landscape into consideration; b) take into account the Design Recommendations and Landscape Design Concepts included in Sections 3.1 and 3.3 of the ULDF Report in Appendix G of the 2013 Notice of Requirement NoR, to the extent the Design Recommendations and Landscape Design Concepts are not inconsistent with: (1) the outcomes of the review of the visual effects assessments as required by (a), and (2) the review and implementation of design recommendations provided in Volume 3G of the Application; c) include the design, methods and timeframes for implementation for the mitigation of the visual impact of the Project, including acoustic barriers, for the following affected properties (Affected Properties) for	The VEMP is not required to be supplied in the Outline Plan (condition 3), nor is it linked to the preparation of any management plan. The initial text is deleted for clarity. Where specific experts are referred to this has been updated to an SQP (which is defined in the designation terms and conditions). Remove the general ‘avoid, remedy, and mitigate’ statement as the matters to be included in the VEMP are already specified. Minor updates to account for the updated UDLVA supplied with the Application. Clarified that references to the notice of requirement are to the 2013 notice. Dwellings removed where properties have since been	The Requiring Authority shall appoint an SQP to prepare a Visual Effects Management Plan (VEMP). The VEMP shall: a) include the review of the visual effects assessment for all properties included in the 8 August 2014 Evidence of Craig Pocock (Landscape and Visual), prior to the detailed design stage of the Project, in order to take the possible changes in the landscape into consideration; b) take into account the Design Recommendations and Landscape Design Concepts included in Sections 3.1 and 3.3 of the ULDF Report in Appendix G of the 2013 Notice of Requirement, to the extent the Design Recommendations and Landscape Design Concepts are not inconsistent with: (1) the outcomes of the review of the visual effects assessments as required by (a), and (2) the review and implementation of design recommendations provided in Volume 3G of the Application; c) include the design, methods and timeframes for implementation for the mitigation of the visual impact of the Project, including acoustic barriers, for the following affected properties (Affected Properties) for dwellings existing at	NZTA does not accept the suggested amendment The proposed additions duplicate matters already addressed through the proposed condition framework. Condition 36c) already requires the UDLMP to set out obligations for monitoring, maintenance and replacement trees or vegetation are set out generally. In addition, condition 39A sets out the specific visual mitigation details for the Pegasus Interchange, including a 5 year period for monitoring and replacement planting. Similarly condition 39B requires visual screening and planting to be maintained for the duration of operation of the CSA. NZTA therefore does not consider it necessary to	

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	dwelling existing at the date of notification of the 2013 Notice of Requirement: 1A) 1250 Main North Road 1) 5 Wards Road (Lot 9 DP 923) 2) 144 Main North Road (Lot 1 DP 13738) 3) 146 Main North Road (Lot 1 DP 15192) 4) 138 Main North Road ((Part RS 757) 5) 130A Main North Road (Lot 1, DP 414079) 6) 100 Parsonage Road (Lot 2 DP 16789) 7) 156 Gladstone Road (Lot 2 DP 342658) 8) 183 Gladstone Road (Lot 1 DP 345904) 9) Williams Street (Public realm) 10) 25, 25A and 25B Adderley Terrace (Lot 1 DP 25230, Lot 2 DP 25230 and Lot 1 DP 83640) 11) 110 Parsonage Road (Lot 1 DP 3598) (mitigation may include dense evergreen trees no taller than 6 metres to be planted along the northern and eastern boundary of the property, for approximately 30 metres each way, starting from the north-eastern corner of the property boundary) 12) 287 Lees Road (Lot 1 DP 23975) 13) 565 Williams Street (Lot 2 DP 306454) 14) 567 Williams Street (Lot 3 DP 306454) (mitigation may include retaining the existing Leylandii hedge where possible or planting a new hedge where necessary) 15) 143A Old North Road (Rakiwhakaputa Maori Reserve 873 222 Block); and 16) 143B Old North Road (Part Rakiwhakaputa Maori Reserve 873 Block 223); and 17) any additional properties as recommended by the <u>SQP landscape architect and the arborist</u>; d) include the design, methods and timeframes for implementation of the mitigation of the visual impact of the Williams Street Overpass and its on-ramps for the Lees Road dwellings existing at the date of notification of the Notice of Requirement. Should the existing shelterbelt located on the ReadyMix site be removed, the eastern embankment of the motorway alignment shall be planted between Chainage 6650 and 6200 as illustrated on Figure SB-01 attached to the supplementary evidence of Mr Craig Pocock dated 19 October 2014; and e) include any obligations for monitoring, maintenance and/or replacement of damaged, dead or diseased trees or other vegetation planted in accordance with (c) or (d). These obligations shall commence following planting and continue: 1) during construction of the Project; and 2) for two years following the opening on the Project.	acquired by the Requiring Authority. Dwellings added for identification of minor to more than minor effects in the UDLVA supplied with the Application.	the following affected properties (Affected Properties) for dwellings existing at the date of notification of the 2013 Notice of Requirement: 1A) 1250 Main North Road 1) 5 Wards Road (Lot 9 DP 923) 2) 144 Main North Road (Lot 1 DP 13738) 6) 100 Parsonage Road (Lot 2 DP 16789) 7) 156 Gladstone Road (Lot 2 DP 342658) 8) 183 Gladstone Road (Lot 1 DP 345904) 11) 110 Parsonage Road (Lot 1 DP 3598) (mitigation may include dense evergreen trees no taller than 6 metres to be planted along the northern and eastern boundary of the property, for approximately 30 metres each way, starting from the north-eastern corner of the property boundary) 12) 287 Lees Road (Lot 1 DP 23975) 13) 565 Williams Street (Lot 2 DP 306454) 15) 143A Old North Road (Rakiwhakaputa Maori Reserve 873 222 Block); and 17) any additional properties as recommended by the <u>SQP</u>; d) include the design, methods and timeframes for implementation of the mitigation of the visual impact of the Williams Street Overpass and its on-ramps for the Lees Road dwellings existing at the date of notification of the Notice of Requirement. Should the existing shelterbelt located on the ReadyMix site be removed, the eastern embankment of the motorway alignment shall be planted between Chainage 6650 and 6200 as illustrated on Figure SB-01 attached to the supplementary evidence of Mr Craig Pocock dated 19 October 2014; and e) include any obligations for monitoring, maintenance and/or replacement of damaged, dead or diseased trees or other vegetation planted in accordance	separately require the VEMP to include additional Pegasus Interchange mitigation details.	the date of notification of the 2013 Notice of Requirement: 1A) 1250 Main North Road 1) 5 Wards Road (Lot 9 DP 923) 2) 144 Main North Road (Lot 1 DP 13738) 6) 100 Parsonage Road (Lot 2 DP 16789) 7) 156 Gladstone Road (Lot 2 DP 342658) 8) 183 Gladstone Road (Lot 1 DP 345904) 11) 110 Parsonage Road (Lot 1 DP 3598) (mitigation may include dense evergreen trees no taller than 6 metres to be planted along the northern and eastern boundary of the property, for approximately 30 metres each way, starting from the north-eastern corner of the property boundary) 12) 287 Lees Road (Lot 1 DP 23975) 13) 565 Williams Street (Lot 2 DP 306454) 15) 143A Old North Road (Rakiwhakaputa Maori Reserve 873 222 Block); and 17) any additional properties as recommended by the SQP; d) include the design, methods and timeframes for implementation of the mitigation of the visual impact of the Williams Street Overpass and its on-ramps for the Lees Road dwellings existing at the date of notification of the Notice of Requirement. Should the existing shelterbelt located on the ReadyMix site be removed, the eastern embankment of the motorway alignment shall be planted between Chainage 6650 and 6200 as illustrated on Figure SB-01 attached to the supplementary evidence of Mr Craig Pocock dated 19 October 2014; and e) include any obligations for monitoring, maintenance and/or replacement of damaged, dead or diseased trees or other vegetation planted in accordance with (c) or (d). These obligations shall commence following planting and continue: 1) during construction of the Project; and 2) for two years following the opening on the Project. f) include specific visual mitigation details for Pegasus Interchange, including retaining wall treatment, bridge finishes, planting structure, implementation timing, and maintenance obligations; g) include obligations for monitoring, maintenance and replacement of all mitigation planting for

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			with (c) or (d). These obligations shall commence following planting and continue: 1) during construction of the Project; and 2) for two years following the opening on the Project. f) <u>include specific visual mitigation details for Pegasus Interchange, including retaining wall treatment, bridge finishes, planting structure, implementation timing, and maintenance obligations;</u> g) <u>include obligations for monitoring, maintenance and replacement of all mitigation planting for not less than 10 years where that planting is relied upon to reduce visual effects.</u>		not less than 10 years where that planting is relied upon to reduce visual effects.
41	In preparing the VEMP, the Requiring Authority: a) shall undertake initial consultation with the land owners of the Affected Properties and property owners identified through condition 40(d) to discuss the design, methods and timeframes for implementation for the mitigation of the visual impact. Records of the consultation and responses shall be included in the ULDMP under conditions 34-37. – (Initial Consultation). If agreement is reached, the Requiring Authority shall incorporate the agreed visual impact mitigation measures into the VEMP; and b) If no agreement is reached with land owners on mitigation measures in the Initial Consultation, the Requiring Authority, landscape architect and arborist shall draft one or more options for mitigation for the affected properties (the Mitigation Options); c) The Requiring Authority shall provide and consult on the Mitigation Options with the land owner as soon as reasonably practicable, advising that: 1) the land owner has two months within which to decide on one of the Mitigation Options, and if the Requiring Authority has advised the owner that more than one Mitigation Option is available, to advise which of those Mitigation Options the land owner prefers (Preferred Option); and 2) the Requiring Authority shall incorporate the Preferred Option into the VEMP.	Condition 41 was originally drafted to address the potential visual effects of the Williams Street Overpass on residents in Lees Road, in the absence of developed mitigation options at that time. The updated UDLVA supplied with the Application (Volume 3G) has concluded these effects will now be mitigated through planting (trees and shrubs) on overpass embankments. The revisions to Condition 41 are in acknowledgement of this updated assessment, however, NZTA undertakes to continue consulting with the affected properties in relation to the option addressed in the UDLVA. Records of this consultation will be provided to WDC in the ULDMP. Note that for the duration of the CSA proposed at Lees Road, additional visual mitigation for residents of Less Road will be implemented in accordance with new condition 39B.			
42	Where a land owner does not want mitigation, refuses to consult with the Requiring Authority, or does not choose a	Deleted to be consistent with the changes to condition 41 above.			

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	Preferred Option within the required timeframe, the Requiring Authority shall not be required to mitigate the visual impact of the Project on this Affected Property.				
Dwellings to be removed or relocated					
43	The dwellings at 1 Fullers Road (RS1203) and 189 Woodend Beach Road (Lot 7 DP50914), 160 Gladstone Road (Lot 2 DP 393876) shall be removed or relocated.	The dwelling at 160 Gladstone Road is outside of the designation and no longer requires removal (in accordance with the landowner agreement).			
Terrestrial Ecology					
44	Prior to construction, habitat assessments and surveys of areas of rank grassland vegetation within the designation shall be undertaken by a herpetologist to determine the existence of any resident lizard populations. If lizards are discovered, capture and relocation measures shall be implemented prior to the Commencement of Works to ensure survival of the affected populations. Advice Note: Attention is drawn to the need to obtain permits under the Wildlife Act before capture and relocation measures are implemented.	Delete Condition 44. This condition largely duplicates, and potentially creates inconsistencies with, the wildlife approval being sought by the NZTA under this Application. Furthermore, the habitat assessment and survey work has already commenced as addressed in the Volume 3J report.		Note: habitat assessments and surveys of rank grassland vegetation within the designation have been completed.	
45	To compensate for the loss of any indigenous vegetation situated along the banks of the Waihora Creek that lie within the designation, replacement planting shall be undertaken of the same (or otherwise ecologically suitable) mix of native shrubland and wetland species at suitable stream bank sites upstream and downstream from the Project designation where overhead cover exists. These re-planting measures may be implemented in combination with any landscape mitigation measures proposed beyond the creek margins.	N/A (no change)		Note: detailed planting plans have been developed in accordance with the requirements of this condition.	
46	A P planting plans shall be prepared for around the bridge crossings on the Cam River and Kaiapoi River . The P planting P plans shall include species that are tolerant of low light and dry soil conditions. Additional native riparian planting along the river upstream and downstream of the new bridge and on-ramp, consisting of native canopy trees and understory vegetation should be considered. The planting plan for the Kaiapoi River bridge area shall take into account the presence of the locally rare Blechnum blechnoides fern and should aim to complement this species and allow it to thrive.	Updated to reflect that ground works are no longer proposed for the Kaiapoi River Bridge. The requirement to ‘consider’ additional native planting has been removed as it is uncertain.	A planting plan shall be prepared for the <u>Cam River bridge environs and associated disturbed embankment /earthwork areas around the bridge crossings on the Cam River</u> . The planting plan shall include species that are tolerant of low light and dry soil conditions. <u>The planting plan shall show the extent, location and species composition of revegetation and landscape treatment associated with the updated bridge design. Riparian and embankment planting shall be designed to integrate the bridge works into the river corridor and to restore disturbed areas using primarily indigenous species appropriate to the site.</u>	NZTA does not accept the suggested amendments The Landscape drawing package will include detailed planting plans and planting schedule, and will be provided within the Outline Plan for the full designation. These plans will address planting at the Cam River, including areas disturbed by construction. As described in the landscape and visual assessment, the updated Cam River bridge design does not result in	A planting plan shall be prepared for the Cam River bridge environs and associated disturbed embankment /earthwork areas <u>around the bridge crossings on the Cam River</u> . The planting plan shall include species that are tolerant of low light and dry soil conditions. The planting plan shall show the extent, location and species composition of revegetation and landscape treatment associated with the updated bridge design. Riparian and embankment planting shall be designed to integrate the bridge works into the river corridor and to restore disturbed areas using primarily indigenous species appropriate to the site.

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				additional adverse landscape or visual effects relative to the existing designation. WDC has accepted this position. Accordingly, NZTA does not consider it necessary or proportionate to impose new requirements specific to the Cam River Bridge, beyond the broader requirements applying to the designation. The landscape drawing package will be provided with the Outline Plan.	
47	The population of the fern Blechnum blechnoides that exists at the Kaiapoi River Bridge shall be defined on site by a qualified botanist and cordoned off prior to commencement of construction of the new bridge, particularly the 9.5m reach on the true right bank. Any plants that are located within the construction footprint shall be uplifted and replanted in suitable sites within the high tide fluctuation outside of the construction zone. These sites shall be selected by a qualified botanist and shall be subject to periodic monitoring following transplanting to gauge survival rates. Some of the transplanted specimens should be transferred to a nursery and held for two years as a contingency in case the transplanted population does not survive.	Deleted to reflect that ground works are no longer proposed for the Kaiapoi River Bridge.			
Aquatic Ecology					
48	Exposed soil along waterway banks (wetted or ephemeral) shall be stabilised (with mulch or erosion mat) and re-vegetated with native species as soon as possible and in accordance with the Requiring Authority's P39 Standard Specification for Highway Landscape Treatments. Where stock access is available then waterways and associated plantings shall be fenced off.	Delete Conditions 48-57. The purpose and intent of these conditions will be addressed as a requirement of the regional council consents. This change is needed because these conditions were originally developed in 2013 in the absence of any applications being made for regional resource consents. Aquatic ecology is a better fit with the functions of regional councils, and this approach avoids the potential for duplication and inconsistencies across the implementation of the			
49	Realigned waterway channels shall be naturalised and provide improved native riparian and aquatic habitat. For Taranaki Stream this shall include the addition of a coarse (e.g., gravel/cobble) substrate, resting and refuge areas for migrating fish, varied channel width, re-contoured banks to reduce bank erosion, and native riparian trees and wetland species. For the wetted realigned portion of Waihora Creek this shall include woody debris, emergent native plants, native wetland riparian planting (including tree species), and other aquatic habitat conditions more suitable for wetland environments and non-migratory native fish species. The				

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	design of any realigned waterway shall be undertaken with an independent, experienced and suitably qualified aquatic ecologist and botanist (with a proven track record in waterway restoration) so that the correct habitat and riparian features are included in the design.	designa tion and resource consents. The intent of the matters addressed in these conditions have been transferred across to the proposed regional consent conditions, but with modifications to reflect current design (and related design standards) and other circumstances.			
50	Any remaining sections of Taranaki Stream between the three culverts (that will not be realigned) shall also be improved as per condition 49.				
51	Waterways to be infilled or realigned shall be sampled by independent, suitably qualified and experienced ecologists prior to any works, and biota relocated to suitable habitat upstream or downstream of the realigned section of watercourse, under the necessary Ministry of Fisheries and Department of Conservation permits.				
52	The placement of the linkage road between the Pegasus Boulevard roundabout and North Woodend shall where practicable, be sited more than 7 metres from Waihora Creek wetland habitat: a road alignment that ensures the road is not running parallel to the wetland channel would be the preferable option for better ecological outcomes.				
53	Culverts for permanently flowing waterways (e.g., Taranaki Stream and the upper portion of Waihora Creek) shall be designed and constructed to provide for fish passage.				
54	Any long culvert crossings at Waihora Creek and Taranaki Stream, shall be minimised in length, where practicable, including by localised realignment of the stream if required.				
55	During the construction of bridges and culverts over waterways with permanent water, the Requiring Authority shall ensure fish passage is provided for, other than the Waihora Creek culverts.				
56	Bank or in-river works on the Kaiapoi River should be avoided during the months of September-November (the whitebait season), while more stringent sediment controls shall be required for works around the bridge during the months of December to April (the salmon spawning period) to keep sediment inputs or in-river sediment disturbance to a minimum.				
57	Where possible, the natural character and hydrological features, including inflows and outflows, of wetlands shall be maintained.				
Trees					
58	Conditions 59 to 63 shall only apply with respect to the following notable trees (Notable Trees):	N/A (no change)			

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	a) 100 Parsonage Road – English Oak Quercus robur (listed as P#017 in Appendix 29.1 of the Waimakariri District Plan at 8 August 2014) b) 110 Parsonage Road – Copper Beach Fagus sylvatica ‘Purpurea’ (listed as P#005 in Appendix 29.1 of the Waimakariri District Plan at 8 August 2014).				
59	All work involving excavation or disturbing the ground, adjacent to the Project designation boundary, within 3m of the drip line of Notable Trees shall be monitored by an SQP independent, experienced and suitably qualified arborist . The property owner shall be notified in writing at least 20 days prior to any work commencing that triggers the requirements under this condition.	Delete reference to specific experts. SQP is defined in the designation definitions.			
60	Prior to works commencing in the vicinity of the Notable Trees, a pre-commencement meeting shall be held so that the tree protection measures for the Notable Trees can be explained by the SQP arborist to all contractors or sub-contractors.	Delete reference to specific experts. SQP is defined in the designation definitions.			
61	A methodology statement for the construction of the acoustic barrier in proximity to the Notable Trees shall be prepared and approved by the SQP arborist prior to works commencing in the vicinity.	Delete reference to specific experts. SQP is defined in the designation definitions.			
62	Roots encountered during excavations in proximity to retained vegetation that require severance shall be cleanly cut back to the excavation face by the SQP arborist using a handsaw or secateurs.	Delete reference to specific experts. SQP is defined in the designation definitions.			
63	Exposed roots and root ends of retained trees uncovered during excavations shall be covered by hessian (or a similar product) to prevent them from drying and kept damp until the excavated area can be backfilled.	N/A (no change)			
64	Where appropriate during construction of the Project, the Requiring Authority shall consider the following when undertaking works around, and involving, trees: a) Protective fencing (consisting of 1.8 metre high pole/wire mesh fencing or timber site boarding) to isolate trees identified for retention from construction activities for the duration of the works in the vicinity. b) Construction activities are not to occur within the fenced tree protection areas, including but not limited to; excavation, storage of construction materials, fuel or chemicals, disposal of contaminated water, fires, storage or operation of machinery, or any other activities that may cause damage to retained trees. c) The SQP arborist shall determine the position of the protective fencing in consultation with the Project	Delete reference to specific experts. SQP is defined in the designation definitions.			

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	manager. The position of the protective fencing is expected to be outside the drip line (canopy spread). d) All trees to be removed shall be clearly marked by the SQP arborist prior to the commencement of works in the vicinity of the Notable Trees. e) All tree removal and pruning shall be carried out in accordance with current arboricultural best practices by a competent SQP arborist. f) All tree felling, dismantling and pruning operations shall be carried out in a safe manner that avoids damage to trees identified for retention. g) Where appropriate, all tree pruning shall be carried out under the direction of the SQP arborist.				
Stormwater					
65	The stormwater systems shall, as a minimum, be designed in accordance with the Transport Agency Stormwater Treatment Standard for State Highway Infrastructure and in accordance with resource consent requirements in the regional plan(s) of the Canterbury Regional Council. Advice note: Higher levels of treatment may be needed in locations where there is a risk of contaminated stormwater adversely affecting potable water supplies or sensitive receiving waters.	Delete Conditions 65-78. Stormwater management is proposed to be addressed as a requirement of the regional council consents (in particular refer to Consents C4 and O3). This change is needed because these conditions were originally developed in 2013 in the absence of any applications being made for regional resource consents. Stormwater management is a better fit with the functions of regional councils, and this approach avoids the potential for duplication and inconsistencies across the implementation of the designation and resource consents. The intent of the matters addressed in these conditions have been transferred across to the proposed regional consent conditions, but with modifications to reflect current design (and related design standards) and other circumstances.			
66	The systems shall include a combination of methods to effectively mitigate potential effects.				
67	Roadside swales shall be used to collect runoff where possible and for treatment of first flush flows. The swales shall be vegetated and shall include wetland plants in wetland areas where water is held.				
68	Check dams shall be included in the roadside swales to detain and reduce peak flows.				
69	Infiltration trenches shall be utilised in areas of permeable soil for soakage disposal outside contaminated land areas. In the Cam River Catchment (CH 6700 to CH 7200) testing at any proposed soakage areas shall be undertaken to confirm whether soils at that location are suitable for disposal of stormwater to ground, or whether alternative filters shall be required prior to discharge of treated stormwater to the Cam River.				
70	Where there is known contaminated land (LLUR sites), stormwater shall be diverted away from the site, or conveyed across the site in a channel such as a swale with an impervious lining of material such as clay.				
71	At new bridges and culverts over waterways, or where space is constrained or where discharge to land is to be avoided, stormwater shall be collected in kerb and channel.				

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72	Where practicable, the stormwater treatment design shall ensure that stormwater remains hydraulically disconnected from other waterways except by filtration and delivers, as a minimum standard, best practice treated stormwater to its final receiving environment. Where this is not practicable, stormwater overflow may be disposed of to streams, or drains, or to existing surface water channels where appropriate, after treatment, including overflow from areas primarily drained by soakage. Proprietary or constructed filtration devices may be utilised where space is limited and head is available.				
73	The stormwater treatment and disposal system shall be developed during the detailed design and be lodged with Council in the Outline Plan. This shall incorporate consideration of the following: a) —Redefinition of ephemeral streams and drains. b) —The feasibility and management of stormwater runoff from the motorway via infiltration systems shall depend on the infiltration characteristics of the natural strata, the depth to the water table, and the depth and storage capacity of stormwater treatment systems. c) —If stormwater infiltration systems are located within 200 m of any water supply wells and/or near areas where shallow groundwater levels might cause drainage problems, specific design responses and/or the need for monitoring shall be identified. Stormwater infiltration trenches shall be located with a minimum separation distance of 50 metres separation from any water supply well, where feasible. Where that separation distance cannot be achieved then stormwater infiltration shall occur through a sand filtration system rather than a gravel or boulder soakage trench.				
74	The use of Waihora Creek in the vicinity of SH1 as a stormwater wetland treatment system shall be avoided. The mid-lower reaches of Waihora Creek may be used for stormwater disposal provided no surface water linkage between the upper wetted portion of the Waihora Creek and the mid-lower dry channel/ephemeral portion shall be formed. Advice note: The dry tributary channel and pond to the north of the Waihora Creek could be used for stormwater treatment.				
75	The Requiring Authority shall design all drainage measures using rainfall figures based on HIRDS Version 3 (or subsequent versions) plus a 16% allowance for climate change for the site location. Any piped reticulation connecting to the Councils network shall be designed with a capacity to convey the 20% AEP critical duration event.				
76	The Requiring Authority shall provide for secondary flow paths with a design capacity to accommodate flows from a 2% AEP critical duration storm event.				

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77	Tutaepatu Lagoon shall not be used for stormwater disposal from the Project.				
78	The Requiring Authority shall provide evidence of all approved Canterbury Regional Council consents including those for temporary works, dewatering, dam and diversion works, and discharge consents prior to any works commencing on site.				
Groundwater					
79	The following investigations, monitoring and sampling shall be undertaken by an independent and suitably qualified hydrogeologist (the hydrogeologist) at the times specified below: Direct Effect on Bores a) During the detailed design phase of the Project, groundwater use within 400 m of the Project corridor shall be confirmed with a door knock survey to establish the use and depth of abstraction. b) During the detailed design phase of the Project, the Requiring Authority shall engage the hydrogeologist to identify any wells that will be removed during construction and where these wells are used for water supply or for on-going monitoring purposes, provision for replacement shall be made or, alternatively, in the case of a water supply bore, arrange a connection to a reticulated supply. c) During the Project construction period, any adverse effects identified by individual well owners and verified by the hydrogeologist to be as a result of construction shall be rectified by either: 1. pumping the bore water to waste for a period of time to see if the turbidity clears; or 2. if the water does not clear, an alternative water supply shall be provided, including either a temporary alternative water supply if the hydrogeologist considers the adverse effects are short term only (for example, while construction activities are occurring adjacent to the affected property), or if the hydrogeologist considers the adverse effects are likely to be long term, the Requiring Authority shall authorise either a drilling rig to re-develop the bore or, in the worst case, a replacement bore may need to be drilled. Direct Effects on Springs or Wetlands d) During the detailed design phase of the Project, the Requiring Authority shall engage the hydrogeologist to establish groundwater depth within 400 m of the Project corridor to infer maximum groundwater levels and potential impact on road structure.	Delete Condition 79. Groundwater management is proposed to be addressed as a requirement of the regional council consents (in particular refer to Consents C3 and O2). This change is needed because these conditions were originally developed in 2013 in the absence of any applications being made for regional resource consents. Groundwater management is a better fit with the functions of regional councils, and this approach avoids the potential for duplication and inconsistencies across the implementation of the designation and resource consents. The intent of the matters addressed in these conditions have been transferred across to the proposed regional consent conditions, but with updates to reflect current design (and related design standards) and other circumstances.			

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	e) During the detailed design phase of the Project, the Requiring Authority shall engage the hydrogeologist to conduct surveys of stream beds in autumn and spring, including flow gauging and water sampling to quantify spring inputs from groundwater seepage in and around the Project corridor. General Effects on Groundwater Levels or Groundwater Quality f) During the detailed design phase of the Project, the Requiring Authority shall engage the hydrogeologist to obtain details of well performance and groundwater quality to provide a benchmark against any future changes related to Project development. g) During the detailed design phase of the Project and until completion of construction of the Project, the Requiring Authority shall engage the hydrogeologist to undertake monthly measurements of groundwater levels (and after times of heavy rainfall) at monitoring wells along the Project to infer maximum groundwater levels and potential impact on road structure and stormwater ponds.				
Natural Hazards					
80	Structural elements of the Project shall be designed to current, or better, standards applying at the time of detailed design.	N/A (no change)		Note: this condition has been fulfilled and detailed design of structural elements has been in accordance with this condition.	
81	Additional geotechnical investigations shall be undertaken, in accordance with an investigation schedule developed by a SQP an independent, experienced and suitably qualified Geotechnical Engineer, to support detailed design, based on the following outline: a) Additional test pits and scalas at 200m intervals where required to assess the subgrade CBR boundaries for detailed design of the pavement. Additional lab CBR, particle size distributions, compaction testing and plasticity index testing shall be required on test pit samples. b) One deep borehole and one CPT per ridge/overpass/culvert abutment or central pier to be undertaken at the final structure location. Lab testing including particle size distributions, plasticity index, consolidation and direct shear/triaxial testing to be undertaken on borehole samples as recommended. c) Lime/cement stabilised CBR soil testing suite to include 3-4 lime/cement mix designs per soil type to be analysed and sufficient multiple tests are to be undertaken to confirm variation of results. d) A borehole and detailed survey around the man-made lake cuts adjacent to the quarry to confirm lateral spreading risk and potential fill options in the area.	Delete reference to specific experts. SQP is now defined in the designation definitions.		Note: This condition has been fulfilled and geotechnical investigations to support detailed design have been completed.	

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Earthworks					
82	Where land filling is to be undertaken, the areas affected together with dimensions relative to the created property boundaries, shall be shown on "As-built" plans to be supplied to the Council.	N/A (no change)			
83	Any areas of fill or earthworks not certified in accordance with NZS 4431; 1989 shall, together with sufficient dimensions to locate the feature from property boundaries, be registered on the land transfer title plans, and shown on the "As-built" plans.	N/A (no change)			
84	Where possible, stockpiles shall be located 100 metres away from any neighbouring dwellings. Stockpiles remaining for more than 4 months shall be no greater than 6.0 metres high, shaped and protected from dust and sediment migration.	N/A (no change)			
85	All rubbish, organic or other unsuitable material shall be removed off site to an approved site where this material can be legally disposed of.	N/A (no change)			
86	The Requiring Authority shall, where material needs to be imported, provide details as to the source and type of material, laboratory tests to confirm mode of compaction, type and frequency of transportation and route used to enter the site.	N/A (no change)		NZTA proposes minor amendments To clarify information on imported material is to be provided to WDC upon request. Reference to laboratory tests has been replaced with geotechnical suitability for clarity.	The Requiring Authority shall, where material needs to be imported, provide details <u>to WDC upon request</u> as to the source and type of material, laboratory tests to confirm mode of compaction <u>geotechnical suitability</u> , type and frequency of transportation and route used to enter the site.
Contaminants					
87	Contaminated material from any LLUR site shall be kept in situ if it is suitable for road construction. If this is not possible, excavation, screening on site to remove residual material and reuse as on site fill, with the residual material taken to a Class A landfill is to be implemented.	Delete Conditions 87 and 88. The management of contaminated land will be addressed via the regional council consents and the NES-CS consent. Deletion of the designation conditions avoids potential duplication and inconsistencies.			
88	For any road construction activities that occur directly over waste deposits in the former landfill at LLUR site 2689 at 162 Gladstone Road, Woodend then appropriate management and monitoring of landfill gas and groundwater quality effects shall be implemented to ensure that no adverse effects result. Advice Note: A separate resource consent is likely to be required for this work, and conditions will be imposed by that consent.				

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Services Relocation					
89	Other than as required by condition 90, the Requiring Authority shall carry out any service relocation of Council assets to accord with the Council's Engineering Code of Practice.	N/A (no change)			
90	As the network utility provider the Council, at the Requiring Authority's expense, shall carry out all water connections to the existing public water supply.	N/A (no change)			
91	The Requiring Authority shall provide engineering plans of all relocation works to the Council with the Outline Plan in accordance with condition 3.	N/A (no change)			
Operational Noise					
92	a) The Requiring Authority shall appoint a SQP an independent, experienced and suitably qualified acoustics specialist, an independent, experienced and suitably qualified planner approved by the Council, and other designers, to determine the BPO for road-traffic noise mitigation in accordance with NZS 6806:2010. No later than 3 months prior to the Commencement of Works starting, and as As part of the Outline Plan required by condition 3, the Requiring Authority shall submit to the Council a Road-traffic Noise Assessment Report ('Noise Assessment') detailing the assessment process, 'Selected Options' for noise mitigation, and the Noise Criteria Categories for all PPFs ('Identified Categories'). All PPFs shall be Category A or Category B. The Requiring Authority shall implement the Selected Options for noise mitigation identified in the Noise Assessment as part of the Project, in order to achieve the Identified Categories where practicable, subject to Conditions 93-95 below. b) The Noise Assessment shall include PPFs located within the Outline Development Plan Area shown on the Council's Woodend Beach Road Outline Development Plan 171 dated 3 March 2014.	Delete reference to specific experts. SQP is now defined in the designation definitions. Minor update to align with the amended condition 3.		Note: work to determine the BPO is substantially progressed as per the requirements of conditions 92 – 94.	
93	The detailed design of the Structural Mitigation measures in the Selected Options (the 'Detailed Mitigation Options') shall be undertaken by a SQP an independent, experienced and suitably qualified acoustics specialist prior to construction of the Project, and, subject to Condition 94, shall include, as a minimum, the following: a) Noise barriers with the location, length and height in general accordance with the Noise Assessment; and b) Low-noise road surfaces in general accordance with the Noise Assessment.	Delete reference to specific experts. SQP is now defined in the designation definitions.			

	Amendments proposed at lodgement		WDC Section 53 tracked changes or comments	NZTA Response (14 May)	Updated proposed amendments
Ref	Condition (proposed alteration tracked)	Reason for alteration			
94	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 if the design of the Structural Mitigation measure could be changed and would still achieve the same Identified Category or Category B at all relevant PPFs, and a SQP an independent, experienced and suitably qualified planner 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.	Delete reference to specific experts. SQP is now defined in the designation definitions.			
95	The 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.	N/A (no change)		Note: low-noise road surfaces are typically installed at a later date to allow pavement to stabilise before adding final surface layering.	
96	The 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 for at least 10 years after the opening of the Project to the public.	N/A (no change)			
Transport Safety and Access					
97	New appropriately located and designed accesses shall be constructed. Disturbance associated with temporary accesses shall be reinstated. Rights of Way shall be established where necessary.	N/A (no change)			
98	If the Requiring Authority provides a new access for 138 Main North Road and 1188 Main North Road, the Requiring Authority shall ensure: a) the access is designed to meet safe intersection sight distance requirements for an appropriate design speed; b) the access should be positioned close to the Pegasus/Ravenswood roundabout within a road environment that shall be landscaped, kerbed and lit to urban standards; c) measures to accommodate vehicles slowing to turn shall be incorporated into the Project design. <i>Advice note: The Requiring Authority shall not be responsible for the ongoing maintenance or upgrade of any access provided under condition 97 and 98.</i>	N/A (no change)	The WDC traffic reviewer notes condition 98(b) needs to be updated to replace “roundabout” with “interchange”.	NZTA accepts the suggestion	If the Requiring Authority provides a new access for 138 Main North Road and 1188 Main North Road, the Requiring Authority shall ensure: a) the access is designed to meet safe intersection sight distance requirements for an appropriate design speed; b) the access should be positioned close to the Pegasus/Ravenswood roundabout <u>interchange</u> within a road environment that shall be landscaped, kerbed and lit to urban standards; c) measures to accommodate vehicles slowing to turn shall be incorporated into the Project design. <i>Advice note: The Requiring Authority shall not be responsible for the ongoing maintenance or upgrade of any access provided under condition 97 and 98.</i>
99	At any time prior to the Outline Plan being lodged in accordance with condition 3 the Requiring Authority shall undertake a safety audit in accordance with the Requiring	N/A (no change)	The WDC traffic reviewer has requested that “Road Safety Audit” be replaced with “Safe System Audit” to reflect latest terminology.	NZTA accepts the suggestion	At any time prior to the Outline Plan being lodged in accordance with condition 3 the Requiring Authority shall undertake a safety audit <u>Safe Systems Audit</u> in accordance with the Requiring Authority’s guideline

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	Authority's guideline Road Safety Audit Procedures for Projects, 2013. Once the safety audit is complete, it shall be provided to the Council for their records.			NZTA accept this update wording, and also updates the relevant guideline. Note: NZTA has fulfilled the requirements of this condition. A safe systems audit has been provided to WDC for their records.	Road Safety Audit Procedures for Projects, 2013 <u>Safe System Audit Guidelines (2022)</u> . Once the safety audit is complete, it shall be provided to the Council for their records.
Monitoring					
100	The Council, on an actual cost basis, will audit compliance with the conditions of consent by both site inspections and checking of associated documentation to the extent necessary to ensure the work is completed in accordance with the approved plans and specifications and to the Council's standards. The Council will undertake inspections and checking.	Delete Conditions 100-103, as they impose requirements on WDC rather than the Requiring Authority, and are therefore <i>ultra vires</i> . Monitoring, auditing, and reporting by the Requiring Authority will be addressed in detail via the CEMP, which WDC will have the opportunity to review under the Outline Plan process (condition 3).	The Council, on an actual cost basis, will <u>audit compliance with the conditions of consent by both site inspections and checking of associated documentation to the extent necessary to ensure the work is completed in accordance with the approved plans and specifications and to the Council's standards, relevant to the following matters:</u> <u>a) Construction Traffic Management</u> <u>b) Construction Noise and Vibration</u> <u>c) Urban and landscape design</u> <u>d) Visual Effects</u> <u>Compliance with the above conditions may be verified by inspection by a District Council Officer pursuant to Section 35(2)(d) of the RMA. Should an inspection be required the Requiring Authority shall pay to the District Council charges pursuant to Section 36(1)(c) of the Resource Management Act 1991 to enable the District Council to recover its actual and reasonable costs in carrying out the inspections.</u>	NZTA accepts the suggestion with amendment The designation cannot impose a condition on WDC. However these matters could be addressed by way of an advice note. NZTA has made amendments so as to not be overly prescriptive, whilst still providing clarity to WDC on matters within their jurisdiction. Reference to the RMA in relation to monitoring of resource consent conditions has been deleted.	<u>Advice Note</u> The Council, on an actual cost basis, will may <u>choose to</u> audit compliance with the conditions of this designation consent by both site inspections and checking of associated documentation to the extent necessary to ensure the work is completed in accordance with the approved plans and specifications and to the Council's standards, relevant to the following matters: a) Construction Traffic Management b) Construction Noise and Vibration c) Urban and landscape design d) Visual Effects Compliance with the above conditions may be verified by inspection by a District Council Officer pursuant to Section 35(2)(d) of the RMA. Should an inspection be required the Requiring Authority shall pay to the District Council charges pursuant to Section 36(1)(c) of the Resource Management Act 1991 to enable the District Council to recover its actual and reasonable costs in carrying out the inspections.
101	The minimum level of inspection shall be as follows: Environmental Management a) Upon initial construction of proposed measures: b) During progress of the works: Construction Traffic Management c) During the progress of the works: Earthworks d) During stripping of topsoil and stockpiling: e) During the progress of the works: f) On completion to final levels: g) At the completion of the works:				

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	Relocation of Service Connections h) During installation and prior to backfilling. i) Testing of water, sewer and stormwater mains and laterals. j) Disinfection of water mains. k) CCTV Inspection. l) At the completion of the works. Drainage/Stormwater m) During progress of the works. n) During installation of culverts, pipelines, sumps, outlets and any other structures, diversion of waterways, construction of swales. o) At the completion of the works.				
102	It is anticipated that other inspections will be required, and the Requiring Authority shall give the Council a minimum of 48 hours' notice of any required inspections. Where repeat inspections are required because of faulty workmanship or work not being ready contrary to the receipt of a notification, such inspections will be carried out at the current hourly rate for staff time and vehicle running costs for kilometres travelled.				
103	Compliance with the above conditions may be verified by inspection by a Council Officer pursuant to Section 35(2)(d) of the RMA. Should an inspection be required the Requiring Authority shall pay to the Council charges pursuant to Section 36(1)(c) of the Resource Management Act 1991 to enable the Council to recover its actual and reasonable costs in carrying out the inspections.				
Advice Notes					
	This approval relates to establishing the designation only. The following additional approvals will also be required: a) Resource consents will be required for matters prescribed by the applicable regional plans at the time of construction commencing. b) A separate Outline Plan (pursuant to section 176A of the Resource Management Act 1991) as required by condition 3. c) Building consents may be required for structures associated with the Project. d) Archaeological Authorities, pursuant to the Heritage New Zealand Pouhere Taonga Act 2014. e) All elements of the Project shall be designed to current, or better, standards applying at the time of detailed design and shall not obstruct any floodway.	Delete all advice notes as they are already addressed by designation conditions or other statutory processes.			