

ROLLOVER OF DESIGNATIONS WITH MODIFICATIONS

27 September 2024

NZ Transport Agency Waka Kotahi

Rollover of existing state highway designations with modifications in the City of Lower Hutt Proposed District Plan

Notice of Rollover of Designations with Modification Under Schedule 1, Part 1, Clause 4(3) of the Resource Management Act 1991

To: Sean Bellamy
Hutt City Council
Private Bag 31912
Lower Hutt 5040

Via email: Sean.Bellamy@huttcity.govt.nz

Request: Rollover of existing NZ Transport Agency Waka Kotahi state highway designations, with modifications, in the City of Lower Hutt Proposed District Plan

From: NZ Transport Agency Waka Kotahi
Private Bag 6995
Wellington 6141

Attn: Stefania Chrzanowska
Technical Lead Designations – Poutiaki Taiao / Environmental Planning Team
environmental.planning@nzta.govt.nz (and copy to
Jack.McCulloch@nzta.govt.nz)

1. Introduction

On 5 August 2024, NZ Transport Agency Waka Kotahi (NZTA) received a request from Hutt City Council (Council) under Schedule 1, Part 1, Clause 4, of the Resource Management Act 1991 (RMA) to confirm the rollover of the existing NZTA designations, and to advise of any new Notices of Requirement NZTA intends to include in the City of Lower Hutt Proposed District Plan (the 'Proposed Plan').

NZTA advises that in accordance with Schedule 1, Part 1, Clause 4(3) of the RMA, the existing designations relating to State Highways 2 and 58 and for Te Ara Tupua and Riverlink / Te Awa Kairangi are still current. NZTA requests that all of these designations be rolled over with modification into the Proposed Plan.

The designations are discussed below, including the proposed modifications and reasons for them.

2. Existing NZTA Designations

There are currently six separate designations listed in Chapter 15 Designations of the City

of Lower Hutt Operative District Plan (the 'Operative Plan') with New Zealand Transport Agency listed as the requiring authority. These designations relate to State Highway 2 (SH2), State Highway 58 (SH58), Te Ara Tupua and Riverlink / Te Awa Kairangi.

Attachment A lists the NZTA designations in the Operative Plan.

All of the NZTA designations have been given effect to and are to be rolled over with modification into the Proposed Plan. These modifications (including the spatial mapping) are discussed in Section 3 of this Notice.

3. Proposed Modifications to Existing NZTA Designations and Reasons for Them

The existing designations for SH2 and SH58 together with the existing designations for Te Ara Tupua and Riverlink / Te Awa Kairangi are still required and are to be rolled over in their entirety, with modifications, into the Proposed Plan.

As discussed above, SH2 and SH58 are constructed and operational, whilst Te Ara Tupua is currently in construction. Substantial progress has been made towards giving effect to the Riverlink / Te Awa Kairangi designation (refer **Attachment B** Memo outlining evidence Designation TNZ6 associated with the Riverlink / Te Awa Kairangi programme has been given effect to).

No change to the effects on the environment will result from retaining and modifying the existing NZTA designations. The Outline Plan requirements of Section 176A RMA will apply, as relevant, to future works undertaken within the designations.

The nature of the modifications NZTA proposes are:

1. Updating the schedule of designations to reflect the National Planning Standards 2019.
2. Amalgamating designations for State Highways 2 and 58.
3. Modifying the designation purpose to more accurately reflect the work NZTA carries out to ensure the continued safe and efficient operation of the state highway network within Lower Hutt City.
4. Minor modifications to the designation boundaries to:
 - a) Align the designation boundary with the surveyed legal road boundary; and
 - b) Extend the designation boundary in discrete locations to reflect the existing formed and operational road corridor and maintenance boundaries.
5. Rolling over designation conditions with modification.
6. Adding additional information to the designation schedule regarding limited access roads.

The proposed modifications and reasons for them are discussed further below.

3.1 Updating designation schedule formatting

NZTA has prepared a new schedule of designations that is numbered and formatted in accordance with the National Planning Standards 2019 (the 'planning standards'). The unique identifiers used for NZTA designations will be 'NZTA-1' through to 'NZTA-4'. Refer to **Attachment C** Proposed New Zealand Transport Agency Designations Table.

3.2 Amalgamating state highway designations

It is proposed to rollover and amalgamate the following designations relating to State Highways 2 and 58 into single designations to cover contiguous sections of the state highway network within the district, as shown below in **Table 1**:

Table 1: Designations to be amalgamated:

Existing designations to be amalgamated	State Highway No.	Rolled over designation identifier
Designation TNZ 1 Designation TNZ 2 Designation TNZ 3	State Highway 2	NZTA-1
Designation TNZ 3 Designation TNZ 4	State Highway 58	NZTA-2

Amalgamating the state highway designations will clarify what designations are held by NZTA and simplify the administration of these designations in the Proposed Plan. This includes simplifying the lodgement and consideration of any future Outline Plan of Works or designation alterations. This approach is consistent with how NZTA is administering its designations elsewhere across New Zealand.

3.3 Modified designation purpose

NZTA wishes to ensure that its designation purposes are consistently worded, accurate and reflective of its requiring authority status. In this respect, NZTA requests that the rolled over designation purposes for designations TNZ 1, TNZ 2, TNZ 3, TNZ 4 and TNZ 6 within the Operative Plan are modified to:

“To construct, operate, maintain, and improve a state highway, cycleway and / or shared path, and associated infrastructure”.

NZTA also requests that the rolled over designation purpose for designation TNZ 5 (NZTA-3) within the Operative Plan be modified to:

“To construct, operate, maintain, and improve a shared path and associated infrastructure”.

The respective changes to the designation purposes are recorded in the Proposed Designation Table in **Attachment C**.

The modified purposes will reflect the existing use of the land and the work NZTA carries out to ensure the continued safe and efficient operation of the state highway network within Lower Hutt City. The proposed modifications will also ensure the designation purpose is consistent with other NZTA designations within operative and proposed district plans elsewhere across New Zealand.

3.4 Modifications to designation boundaries

The modifications to the designation boundaries are:

- To correct the designation boundary to align with the surveyed legal road boundary; and
- To extend the designation area in discrete locations to reflect the existing formed

and operational road corridor.

Aligning with legal road boundary

NZTA has mapped the designation boundaries geospatially to accurately reflect the operational state highway boundaries for SH2 and SH58. It is proposed to correct the existing state highway designation boundaries in places to align with the surveyed legal road boundaries, as they exist at this time. Note that the GIS shapefiles lodged with this rollover report are current as at 27 September 2024 and reflect the current cadastre from LINZ. Due to weekly updates produced by LINZ, there may be minor changes or alignment differences between the latest road parcels and this designation layer. These modifications are minor in nature and will have no effect on any parties.

Note that there have been no modifications made to the designation boundary for the Te Ara Tupua designation.

Extending designation

It is proposed to modify the designation boundaries for SH2 and SH58 in discrete locations to incorporate the existing formed and operational road corridor. This will provide for the ongoing operation, maintenance, and mitigation of effects of the state highway. NZTA has a draft Memorandum of Understanding (MoU) with Council regarding the maintenance of the state highway corridor and infrastructure. The designation boundaries have been extended in places to align with the conditions of the MoU.

The land to be included within the extended designation area is mainly either in Crown, Council or Wellington Regional Council ownership. It already forms part of the constructed and operational state highway network. The proposed modifications are designating existing state highway infrastructure that is already formed and operational and is not in use for other Crown or Council purposes. NZTA has contacted KiwiRail, who have advised that they have no issues with these minor overlaps given the overlaps are for existing structures.

Riverlink / Te Awa Kairangi

It was a requirement of Hutt City Council that the consenting partners involved in the Riverlink / Te Awa Kairangi programme (i.e. NZTA, GWRC and HCC) provide all of the designations in the project area as one set of data. This set of GIS shapefiles is attached to this Notice.

NZTA requests that the Proposed District Plan maps are updated to accurately reflect the modified designation boundaries shown in the attached GIS shapefiles.

3.5 Rollover of conditions

NZTA proposes to modify the conditions of our designations within Lower Hutt to remove conditions that no longer have any practical utility to the designation, including conditions that applied specifically during construction of the public work or are no longer applicable.

There are a number of construction-related conditions in the Operative Plan that relate to existing designations TNZ 1, TNZ 2, TNZ 3 and TNZ 4. These are listed in Chapter 15 Appendices 5, 6, 8 and 9 of the Operative Plan. As these conditions are related to projects that have been constructed and are now operational, they are no longer required and are not sought to be rolled over into the Proposed Plan.

As Te Ara Tupua is still under construction, NZTA seeks to retain and roll over all conditions applicable to this designation (TNZ 5) into the Proposed Plan. Note that the following conditions are applicable to the TNZ 5 / NZTA-3 designation, however for completeness all conditions are included as **Attachment D** to this Notice.

General conditions	GC.1 – GC.2
Pre-Construction Conditions	PC.2 – PC.4, PC.6 – PC.14
General construction conditions	CC.1, CC.2, CC.4 - CC.5A
Mana whenua	MW.1 – MW.5A
Archaeology and heritage	AH.1 – AH.2
Construction noise	CNV.1 – CNV.5
Construction traffic	CT.1 – CT.4
Urban design, landscape, visual and natural character	LV.1 – LV.4

We will review the conditions for Te Ara Tupua once the project has been completed and advise Council of any conditions that are no longer required to be rolled over.

NZTA intends to roll over the *maintenance and operation* designation conditions for the Riverlink / Te Awa Kairangi designation (TNZ 6). These are numbered DW1 and DW2 in the Environment Court decision on the Riverlink project. As the Environment Court decision amalgamated all of the conditions for Greater Wellington Regional Council, Hutt City Council and NZTA, there is potential for some confusion as to which conditions relate to which requiring authority's designation. The conditions also include those relating to resource consents and NES consents, which are not administered by Hutt City Council therefore are not relevant to the designation process.

The full suite of conditions associated with the entire Riverlink / Te Awa Kairangi programme can be found here: [2022-NZEnvC-221-New-Zealand-Transport-Agency.pdf \(teawakairangi.co.nz\)](https://www.teawakairangi.co.nz/2022-NZEnvC-221-New-Zealand-Transport-Agency.pdf). For easier administration, Council may wish to download these conditions as a separate document and link onto the Hutt City Council website.

3.6 Limited access road (LAR)

Almost the entire section of State Highway 2 and the entirety of State Highway 58 within the Lower Hutt District have been declared as limited access roads (LAR). An LAR is declared as such under Section 88 of the Government Roading Powers Act 1989 (GRPA 1989). Whilst this is not a matter considered under the RMA, an LAR can affect access to land. It is therefore helpful to add a note regarding the LAR to the proposed designations table under 'additional information', so that its status as a LAR is readily visible to adjacent landowners. Refer to **Attachment C** Proposed New Zealand Transport Agency Designations Table for more information.

3.7 Effects of proposed modifications to existing designations

The proposed modifications will simply formalise the designations over existing formed and operational state highways and reflect their current operational use.

The effects of the existing state highway roading network are known, form part of the existing environment and will not change as a result of retaining and modifying the existing designations.

Any potential effects of the proposed modifications to the state highway designation boundaries are no more than minor in nature. This is because the proposed modifications will more accurately reflect the legal and formed road boundaries and will allow the

Proposed Plan to show the status and purpose of the state highways in a clear and consistent manner.

The designations allow for the existing state highways to be managed consistently with the balance of the national state highway network, as well as managing any potential effects of third-party activities on operation of the state highway.

4. Conclusion

This Notice sets out the rollover requirements of NZTA designations for State Highway 2, State Highway 58, Te Ara Tupua, and Riverlink / Te Awa Kairangi, with modification into the City of Lower Hutt Proposed District Plan.

The proposed modifications are minor in nature and are intended to simplify and clarify the NZTA state highway designations. These modifications will also allow the Proposed Plan to show the status and purpose of the existing state highways in a clear and consistent manner. The modifications to the designation boundaries will enable NZTA to continue to manage and maintain a safe and efficient state highway network in Lower Hutt City.

Signed by:



Stefania Chrzanowska
Technical Lead Designations – Poutiaki Taiao / Environmental Planning
Transport Services
Pursuant to authority delegated by NZ Transport Agency Waka Kotahi

Date: 27 September 2024

Address for Service:

NZ Transport Agency Waka Kotahi
Private Bag 6995
Wellington 6141

Attention: Jack McCulloch

Ph: (03) 951 3028

E-mail: environmental.planning@nzta.govt.nz and jack.mcculloch@nzta.govt.nz

List of Attachments

Attachment A – City of Lower Hutt Operative District Plan – Schedule of Designations

Attachment B – Memo outlining evidence Designation TNZ6 associated with the Riverlink / Te Awa Kairangi programme has been given effect to

Attachment C – Proposed New Zealand Transport Agency Designations Table

Attachment D – Full Updated Conditions List for Te Ara Tupua, April 2024

Attachment A – City of Lower Hutt Operative District Plan – Schedule of Designations

Designation	Map No	Designation Authority	Designation Title
TNZ 1	A5, B4, C3, C4, D3, E2, E3, F1, F2, G1, H1, R2, R3	New Zealand Transport Agency	Motorway Purposes.
TNZ 2	A4, A5, B4, G1, R2	New Zealand Transport Agency	State Highway Purposes.
TNZ 3	F1, G1	New Zealand Transport Agency	State Highway Purposes.
TNZ 4	G1, R2	New Zealand Transport Agency	State Highway Purposes.
TNZ 5	A5, R3	New Zealand Transport Agency	To construct, operate and maintain a shared path and associated infrastructure.
TNZ 6	-	New Zealand Transport Agency	To construct, operate, maintain, and improve a state highway, cycle way / shared path and associated infrastructure.

Attachment B – Memo outlining evidence Designation TNZ6 associated with the Riverlink / Te Awa Kairangi programme has been given effect to

Memo / Technical Report

To: Tracy Berghan Tracy.Berghan@gw.govt.nz, Lea O'Sullivan, Lea.OSullivan@nzta.govt.nz, Billy Tong Billy.Tong@huttcity.govt.nz

From: Te Awa Kairangi
Author: Kate Symington, Management Plan Lead
Review: Andrew Hammond, OPW/Conditions/River Management Lead

Date: 20 September 2024

Subject: Evidence designations associated with the Te Awa Kairangi programme have been given effect to

1. Purpose

The purpose of this memo is to provide a summary of works undertaken by the requiring authorities to demonstrate the designations associated with the Te Awa Kairangi programme have been given effect to.

2. Background

The following new and altered designations are relevant for the Te Awa Kairangi programme:

- TNZ 6 - To construct, operate, maintain and improve a state highway, cycle way / shared path and associated infrastructure
- WRC 12 - For the construction, operation and maintenance of flood protection works
- WRC 13 - For the construction, operation and maintenance of a new Melling Station and associated infrastructure
- HCC 24 - For the construction, operation and maintenance of urban renewal and revitalisation works
- TNZ 1 - Motorway purposes
- HCC 4 - Riverbank Carpark
- NZR 1 - Railway Purposes – Melling Branch

3. Works undertaken

A summary of the works undertaken for each designation is provided in the table in Attachment 1.

4. Recommendation

It is recommended the requiring authorities:

- Note the evidence provided (Attachment 1) to support the designations associated with the Te Awa Kairangi programme have been given effect to by the requiring authorities.
- Request confirmation from Hutt City Council that the designations have been given effect to by the requiring authorities.

Attachment 1

Requiring Authority	Designation	Purpose as set out in Notice of Requirement	Description in the AEE	Activities which have been undertaken to date
WK	TNZ1 - Motorway purposes TNZ6 - To construct, operate, maintain and improve a state highway, cycle way / shared path and associated infrastructure	The proposed work is the construction, operation and maintenance of the Melling Interchange improvements, including associated activities. The nature of the proposed work is described in Chapter 4 and Chapter 5 of the accompanying Assessment of Effects on the Environment. Alteration to a designation (TNZ1) for works associated with construction, operation and maintenance of the Melling Interchange transport improvements and associated works. A description of the scope of this Notice of Requirement is provided in Section 6.8 of the AEE.	Section 4.3 AEE - Melling Interchange and Bridge The upgrades extend along SH2 for approximately 1.55 km. The southern end of the work begins on SH2 adjacent to 51 Pharazyn Street in Melling, passes Harbour View, Tirohanga and Block Roads, and finishes roughly adjacent to 760 Western Hutt Road, where the works tie back into the existing SH2 The works include: 1. Ground improvements to an approximate depth of RL -1m at the base of the new Melling interchange bridge and the new Melling Bridge (on both sides of Te Awa Kairangi) 2. Construction of a new Melling Bridge, approximately 215 m long and 28 m wide including construction of up to seven piers approximately 2.7 m in diameter, the piles of which will pierce the Waiwhetu Aquifer 56 Assessment of Effects on the Environment - RiverLink12505727// 3. Removal of the existing Melling Bridge, with existing piers cut off slightly below	The following works have been undertaken within this designation area / for the purpose of this designation: <ul style="list-style-type: none"> • Property acquisition for land designated for the Project • Project wide geotechnical investigations • Certification of project wide enabling works management plans • Building and structure demolition/removal down to ground level, or relocation at the following areas to support construction of the new bridge: <ul style="list-style-type: none"> ○ Area F – Queens Drive / Rutherford Street • Utilities and pavement investigations at the following locations: <ul style="list-style-type: none"> ○ Harbour View Road/ Western Harbour View grassy knoll ○ SH2 Shoulder works (Pharazyn Street – Melling Link)



			<p>bed-level and the remainder of the piers remaining in-situ</p> <ol style="list-style-type: none"> 4. Construction of a new approximately 39 m long by 30 m wide and 8m high single span bridge with a minimum clearance of 6 m over SH2 5. Closure of the Tirohanga Road and Block Road intersections with SH2. The SH2 upgrades also require the adjacent Melling skate park, Melling train station facilities and other buildings along Pharazyn Street to be relocated and/or demolished 6. Tirohanga Road will be connected to Harbour View Road via a new link adjacent to the northbound entrance ramp. The new Tirohanga Road alignment will provide 760 Western Hutt Road a with new property access, and direct access to SH2 from this property will be closed. A service bay for service vehicles, maintenance crews and police may be developed in this area if required by these entities 7. Re-configuration and realignment of Pharazyn Street, connecting to the new interchange at an intersection with the new southbound on and off ramp and connection to Marsden Street to the south 8. Establishment of separated cycleways through the new interchange and connecting roads, and 9. Retaining walls ranging between 0.7 m and approximately 10 m in height are 	<ul style="list-style-type: none"> • Establishment of the Project Design Liaison Group (PDLG) (Condition 14) • Establishment of the Mana Whenua Steering Group (MWSG) (Conditions 10 - 12) • Certification of the following project wide management plans for main works: <ul style="list-style-type: none"> ○ Archaeological and Heritage Management Plan (Condition 52) ○ Communication Plan (Condition 18) ○ Parking Survey (Condition 35) ○ Noise and Vibration Management Plan (Condition 54) ○ Ecological Management Plan (Condition 73) ○ Erosion and Sediment Control Plan (Condition 104) ○ Artesian Aquifer Interception Plan (Condition 121) ○ Groundwater Management Plan (Condition 120) ○ Network Utility Management Plan (Condition 34 r)
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			<p>required to support the SH2 improvements and other works, including:</p> <ul style="list-style-type: none"> a) An approximately 405 m long retaining wall between approximately 1.5-5 m in height running between the bank of the Western Hills and SH2 underneath the new interchange b) Two retaining walls running along each side of the re-aligned section of Tirohanga Road, in the order of 192 m (the western-most wall) and 137 m in length respectively and up to 10 m in height. c) An approximately 181 m long retaining wall up to 5 m in height along the northern[1]most portion of the SH2 upgrade leading up to the south-bound exit ramp to the new Melling Bridge d) The connection to Pharazyn Street is supported by a retaining wall in the order of 26 m in length and approximately 3 m in height. <p>10. Along Pharazyn Street south of the pedestrian bridge – a retaining wall approximately 226 m in length and approximately 0.7 m in height is proposed.</p> <p>11. Retaining walls and batters up to approximately 3 m in height along Queens Drive and Rutherford Street are also required to minimise the bridge landing impacts on private property. The</p>	<ul style="list-style-type: none"> o Melling Station Conservation Plan (Condition 50) o Construction Air Quality Management Plan (Condition 49) o Technical Report Geotechnical Investigation Methodology (Condition 22) o Overarching Flood Response Manual and Flood Response Plan Templates (Condition 34 k)) o Electrical Infrastructure Management Plan (EIMP) (Condition 60A) <ul style="list-style-type: none"> • Installation and maintenance of groundwater monitoring instrumentation • Installation and maintenance of air quality monitoring and weather stations • Preparation of quarterly monitoring report(s) and annual monitoring report • Preparation of documentation to support and receipt of Wildlife Act Authority for the Project • Preparation of documentation to support and receipt of
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			<p>approximate height, length and location of these property access retaining walls are as follows:</p> <ul style="list-style-type: none"> a) A retaining wall approximately 164 m in length within and along the western (rear) property boundary of 28-46 Rutherford Street (Harvey Norman), ranging in height from existing ground level at both ends to a height of approximately 2.2 m in the middle. b) A retaining wall approximately 64 m in length starting at approximately 2.7 m high directly underneath the eastern abutment of the new Melling Bridge, increasing to a height of approximately 3.7 m at the northern corner of Rutherford Street and Queens Drive, and lowering to tie back into the existing ground level on the north[1]western side of Rutherford Street, south of Harvey Norman. c) A retaining wall approximately 134 m in length, starting at existing ground level on the eastern side of Rutherford Street adjacent to Brockelsby Roofing Products, increasing to an approximate height of 3.5 m at the eastern corner of Rutherford Street and Queens Drive, and reducing back down to existing ground level adjacent to Work and Income NZ. d) A retaining wall of approximately 33 m in length, tapering from an approximate height of 1.8 m north of 	<p>Archaeological Authority for the Project</p>
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			<p>PetVet to existing ground level just south of PetVet.</p> <p>e) A batter slope (1 in 4) of approximately 87 m in length, with an approximate height of 3 m at the southern corner of Rutherford Street and Queens Drive, tapering to the south-west to an approximate height of 2 m along Rutherford Street (where the batter slope ties into the retaining wall adjacent to PetVet), and tapering to the south[1]east to tie into existing ground level at the western corner of Queens Drive and High Street.</p>	
GW	WRC12	<p>The construction, operation and maintenance of flood protection works. The nature of the proposed work is described in Chapter 4 and Chapter 5 of the accompanying Assessment of Effects on the Environment.</p>	<p>Section 4.2 AEE – River works</p> <p>The Project requires full reshaping of the riverbed and channel shape to establish a new natural meander pattern suitable for a widened channel. The re-shaping requires the removal of gravel and vegetation from the river channel and berms (between the two existing stopbanks) between Kennedy Good and Ewen Bridges. As described in more detail in the Geomorphology Report (Technical Report #5), the overall purpose of the river works is to:</p> <p>a) Increase the standard of flood protection along the Project length between Kennedy-Good and Ewen Bridges; and</p> <p>b) Achieve a better balance between the natural behaviour of the river and the measures used to manage the river to reduce the degree of maintenance interventions required</p>	<p>The following works have been undertaken within this designation area / for the purpose of this designation:</p> <ul style="list-style-type: none"> • Property acquisition for land designated for the Project • Project wide geotechnical investigations • Certification of project wide enabling works management plans • Building and structure demolition/removal down to ground level, or relocation at the following areas to support construction of the new stopbanks: <ul style="list-style-type: none"> ○ Area A – 22-77 Marsden Street and AoG ○ Area B – 50-90 Marsden Street



			<p>to maintain Te Awa Kairangi. In particular, the Project aims to contain the amount of sediment deposition (which requires regular maintenance and removal) to the upper reach of the Project and minimise the sediment maintenance requirements in the lower reach.</p>	<ul style="list-style-type: none"> ○ Area C – 44-62 Pharazyn Street, and 71 Pharazyn Street • Utilities and pavement investigations at the following locations: <ul style="list-style-type: none"> ○ Harbour View Road/ Western Harbour View grassy knoll ○ SH2 Shoulder works (Pharazyn Street – Melling Link) • Establishment of the Project Design Liaison Group (PDLG) (Condition 14) • Establishment of the Mana Whenua Steering Group (MWSG) (Conditions 10 - 12) • Certification of all management plans required for Stage 1 Construction Works. • Installation and maintenance of groundwater monitoring instrumentation • Installation and maintenance of air quality monitoring and weather stations • Preparation of quarterly monitoring report(s) and annual monitoring report
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- Preparation of documentation to support and receipt of Wildlife Act Authority for the Project
- Preparation of documentation to support and receipt of Archaeological Authority for the Project
- Stage 1 Construction works including Mills Street Stopbank:
 - Establishment of the main site yard at 705 Western Hutt Road including site office, amenities, car parking, plant and equipment storage and laydown area.
 - Establishment of a temporary site yard at 41 and 58 Mills Street including site office, amenities, water tanks, plant and equipment storage and parking.
 - Establishment of construction haul roads across the site. Haul roads will comprise of between 400 and 600mm of river run aggregate laid upon geotextile and will be 10m in width.
 - Establishment of two Site Access Points (SAPs)
 - Temporary fencing and footpath arrangements will

				<p>be established to provide sufficient and safe separation between the construction activities and public</p> <ul style="list-style-type: none"> ○ Extraction of river gravel and transport to either to stockpile locations within the consented area for processing or directly to earthworks for placement ○ Vegetation clearance at properties that have been acquired for the project as part of site clearance works in Mill Street Area and 705 Western Hutt Road ○ Receipt and storage of approximately 22,500t of rock for riprap ○ Establishment of consented processing aggregate site and processing of aggregate ○ Mills Street Stopbank compaction trials to identify plant type, layer thickness, number of passes and moisture contents to be used as reference for our work pack and methodologies ○ Construction of Mills Street Stopbank from the existing Melling Link Bridge
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				abutment with a height approximately 5 m and length of 750 meters. The MSSB includes over shallower slopes resulting in a larger ground area coverage.
GW	WRC13	The proposed work is the construction, operation and maintenance of a new Melling railway station. The nature of the proposed work is described in Chapter 4 and Chapter 5 of the accompanying Assessment of Effects on the Environment.	<p>The Melling station works are shown in the Schematic Landscape Plans A16-4831-L201-208. The intent of the works is to create a multi-modal transport hub with a pedestrian focus which fits within the re-aligned SH2 and stopbanks. The new Melling Station works incorporate the following elements and changes:</p> <ol style="list-style-type: none"> a. The existing Melling railway line will be realigned and truncated by approximately 450 m to sit near the new intersection between Pharazyn St and Marsden St (shortening the existing line)²². The re-alignment and truncation of the rail line will not preclude a future extension to the Melling Line further north if required (this is part of a separate Notice of Requirement by Kiwirail Holdings Limited, which accompanies this application) b. Re-locating the existing Melling train station (if feasible) or building a new train station approximately 500m south of the existing station c. A new train platform with a minimum length of 120 m 	<p>The following works have been undertaken within this designation area / for the purpose of this designation:</p> <ul style="list-style-type: none"> • Property acquisition for land designated for the Project • Project wide geotechnical investigations • Certification of project wide enabling works management plans • Building and structure demolition/removal down to ground level, or relocation at the following areas to support construction of the new Melling Station: <ul style="list-style-type: none"> ○ Area D – 64-84 Pharazyn Street ○ Area E – 85-103 Pharazyn Street & Block Road • Utilities and pavement investigations at the following locations: <ul style="list-style-type: none"> ○ Melling Station Carpark and Melling Park & Ride carpark



			<p>d. A new bus hub with provision for at least 2 buses, accessible from Pharazyn Street</p> <p>e. A drop-off bay located in proximity to the park-n-ride facilities and away from the public transport facilities</p> <p>f. Cycle parking spaces located away from the park-n-ride carpark in the interests of safety; and</p> <p>g. New park-n-ride facilities</p>	<ul style="list-style-type: none"> ○ Block Road, Skatepark and Melling Park & Ride carpark ● Establishment of the Project Design Liaison Group (PDLG) (Condition 14) ● Establishment of the Mana Whenua Steering Group (MWSG) (Conditions 10 - 12) ● Certification of the following project wide management plans for main works: <ul style="list-style-type: none"> ○ Archaeological and Heritage Management Plan (Condition 52) ○ Communication Plan (Condition 18) ○ Parking Survey (Condition 35) ○ Noise and Vibration Management Plan (Condition 54) ○ Ecological Management Plan (Condition 73) ○ Erosion and Sediment Control Plan (Condition 104) ○ Artesian Aquifer Interception Plan (Condition 121) ○ Groundwater Management Plan (Condition 120)
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				<ul style="list-style-type: none"> ○ Network Utility Management Plan (Condition 34 r)) ○ Melling Station Conservation Plan (Condition 50) ○ Construction Air Quality Management Plan (Condition 49) ○ Technical Report Geotechnical Investigation Methodology (Condition 22) ○ Overarching Flood Response Manual and Flood Response Plan Templates (Condition 34 k)) ○ Electrical Infrastructure Management Plan (EIMP) (Condition 60A) ● Installation and maintenance of groundwater monitoring instrumentation ● Installation and maintenance of air quality monitoring and weather stations ● Preparation of quarterly monitoring report(s) and annual monitoring report ● Preparation of documentation to support and receipt of Wildlife Act Authority for the Project
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				<ul style="list-style-type: none"> Preparation of documentation to support and receipt of Archaeological Authority for the Project
HCC	HCC24	<p>The proposed work is the construction, operation and maintenance of urban renewal and revitalisation works, including local road and parking changes, new and improved landscape, pedestrian and cyclist infrastructure, amenity infrastructure and public spaces and places, and integration of existing and/or future buildings with flood protection structures. The nature of the proposed work is described in Chapter 4 and Chapter 5 of the accompanying Assessment of Effects on the Environment.</p>	<p>RiverLink will also involve HCC working with relevant property owners and/or future developers to carry out urban renewal and revitalisation works to integrate the infrastructure works with existing or future mixed-use development. These works may include:</p> <ul style="list-style-type: none"> the demolition and/or reconfiguration of the existing buildings temporary use of properties ground improvements for future development integration of future building sites with the proposed infrastructure work, and a promenade that will link to future buildings The urban regeneration and integration works relate to the following properties: <ul style="list-style-type: none"> 4-5 Daly Street 69-95 High Street 6 - 13 Daly Street 	<p>The following works have been undertaken within this designation area / for the purpose of this designation:</p> <ul style="list-style-type: none"> Property acquisition for land designated for the Project Project wide geotechnical investigations Certification of project wide enabling works management plans Building and structure demolition/removal down to ground level, or relocation at the following areas to support construction of the new local road and streetscape works: <ul style="list-style-type: none"> Area I – 6-13 Daly Street Utilities and pavement investigations at the following locations: <ul style="list-style-type: none"> Andrews Avenue, Daly Street, High Street, Dudley Street/ Margaret Street Ewen Bridge / Railway Ave – Woburn Road – High Street – Queens Drive High Street, Queens Drive



				<ul style="list-style-type: none"> ○ Ewen Bridge - Marsden St / Railway Ave Intersection • Establishment of the Project Design Liaison Group (PDLG) (Condition 14) • Establishment of the Mana Whenua Steering Group (MWSG) (Conditions 10 - 12) • Certification of the following project wide management plans for main works: <ul style="list-style-type: none"> ○ Archaeological and Heritage Management Plan (Condition 52) ○ Communication Plan (Condition 18) ○ Parking Survey (Condition 35) ○ Noise and Vibration Management Plan (Condition 54) ○ Ecological Management Plan (Condition 73) ○ Erosion and Sediment Control Plan (Condition 104) ○ Artesian Aquifer Interception Plan (Condition 121) ○ Groundwater Management Plan (Condition 120)
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				<ul style="list-style-type: none"> ○ Network Utility Management Plan (Condition 34 r)) ○ Melling Station Conservation Plan (Condition 50) ○ Construction Air Quality Management Plan (Condition 49) ○ Technical Report Geotechnical Investigation Methodology (Condition 22) ○ Overarching Flood Response Manual and Flood Response Plan Templates (Condition 34 k)) ○ Electrical Infrastructure Management Plan (EIMP) (Condition 60A) ● Installation and maintenance of groundwater monitoring instrumentation ● Installation and maintenance of air quality monitoring and weather stations ● Preparation of quarterly monitoring report(s) and annual monitoring report ● Preparation of documentation to support and receipt of Wildlife Act Authority for the Project
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				<ul style="list-style-type: none"> • Preparation of documentation to support and receipt of Archaeological Authority for the Project
HCC	HCC6	Reconfiguration of the Riverbank Carpark	<p>An alteration to Designation HCC 4 for the Riverbank Carpark. A new designation to support and promote the urban renewal and revitalisation of Lower Hutt city centre, including local road changes³⁵</p> <p>³⁵ HCC may seek to acquire land/properties within its designated area for urban renewal as part of the Project</p>	<ul style="list-style-type: none"> • Property acquisition for land designated for the Project • Project wide geotechnical investigations • Certification of project wide enabling works management plans • Utilities and pavement investigations at the following locations: <ul style="list-style-type: none"> ○ Rutherford Street, Melling Link • Establishment of the Project Design Liaison Group (PDLG) (Condition 14) • Establishment of the Mana Whenua Steering Group (MWSG) (Conditions 10 - 12) • Certification of the following project wide management plans for main works: <ul style="list-style-type: none"> ○ Archaeological and Heritage Management Plan (Condition 52) ○ Communication Plan (Condition 18)



				<ul style="list-style-type: none"> ○ Parking Survey (Condition 35) ○ Noise and Vibration Management Plan (Condition 54) ○ Ecological Management Plan (Condition 73) ○ Erosion and Sediment Control Plan (Condition 104) ○ Artesian Aquifer Interception Plan (Condition 121) ○ Groundwater Management Plan (Condition 120) ○ Network Utility Management Plan (Condition 34 r)) ○ Melling Station Conservation Plan (Condition 50) ○ Construction Air Quality Management Plan (Condition 49) ○ Technical Report Geotechnical Investigation Methodology (Condition 22) ○ Overarching Flood Response Manual and Flood Response Plan Templates (Condition 34 k))
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				<ul style="list-style-type: none">○ Electrical Infrastructure Management Plan (EIMP) (Condition 60A)• Installation and maintenance of groundwater monitoring instrumentation• Installation and maintenance of air quality monitoring and weather stations• Preparation of quarterly monitoring report(s) and annual monitoring report• Preparation of documentation to support and receipt of Wildlife Act Authority for the Project• Preparation of documentation to support and receipt of Archaeological Authority for the Project
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Attachment C – Proposed New Zealand Transport Agency Designations Table

New Zealand Transport Agency	
Designation unique identifier	NZTA-1
Designation purpose	To construct, operate, maintain, and improve a state highway and associated infrastructure
Site identifier	State Highway 2 within the City of Lower Hutt District
Lapse date	Given effect to (i.e, no lapse date)
Designation hierarchy under section 177 of the Resource Management Act	Varies
Conditions	None
Additional information	<p><u>Notes:</u></p> <ol style="list-style-type: none"> 1) Rolled over with modification. Legacy reference: TNZ 1, TNZ 2, and TNZ 3 2) The following sections of State Highway 2 are a Limited Access Road, as declared under Section 88 of the Government Roding Powers Act 1989: <ul style="list-style-type: none"> • Silverstream to Petone (Gaz 1997 p 1066) • Petone to Ngauranga (Gaz 1973 p 413)
New Zealand Transport Agency	
Designation unique identifier	NZTA-2
Designation purpose	To construct, operate, maintain, and improve a state highway and associated infrastructure
Site identifier	State Highway 58 within the City of Lower Hutt District
Lapse date	Given effect to (i.e. no lapse date)
Designation hierarchy under section 177 of the Resource Management Act	Varies
Conditions	None
Additional information	<p><u>Notes:</u></p> <ol style="list-style-type: none"> 1) Rolled over with modification. Legacy reference: TNZ 3 and TNZ 4 2) This entire section of State Highway 58 within Lower Hutt City is a Limited Access Road, as

	declared under Section 88 of the Government Roothing Powers Act 1989 (Haywards to Pauatahanui, Gaz 1967 p 422).
New Zealand Transport Agency	
Designation unique identifier	NZTA-3
Designation purpose	To construct, operate, maintain, and improve a shared path and associated infrastructure
Site identifier	Te Ara Tupua
Lapse date	Given effect to (i.e. no lapse date)
Designation hierarchy under section 177 of the Resource Management Act	Varies
Conditions	<p>Yes, the following conditions relate to NZTA-3:</p> <p>GC.1 – GC.2 PC.2 – PC.4, PC.6 – PC.14 CC.1, CC.2, CC.4 - CC.5A MW.1 – MW.5A AH.1 – AH.2 CNV.1 – CNV.5 CT.1 – CT.4 LV.1 – LV.4</p> <p>Note: The full suite of conditions associated with the entire Te Ara Tupua programme are attached to this document as Attachment D.</p>
Additional information	<p><u>Notes:</u></p> <p>1) Rolled over with modification. Legacy reference: TNZ 5</p>
New Zealand Transport Agency	
Designation unique identifier	NZTA-4
Designation purpose	To construct, operate, maintain and improve a state highway, cycle way and / or shared path and associated infrastructure
Site identifier	Riverlink / Te Awa Kairangi
Lapse date	Given effect to (i.e, no lapse date)
Designation hierarchy under section 177 of the Resource Management Act	Varies

Conditions	<p>Yes – Maintenance and Operations conditions DW1 and DW2 are included below.</p> <p>Note: The full suite of conditions associated with the entire Riverlink / Te Awa Kairangi programme can be found here: 2022-NZEnvC-221-New-Zealand-Transport-Agency.pdf (teawakairangi.co.nz)</p>
Additional information	<p><u>Notes:</u></p> <p>1) Rolled over with modification. Legacy reference: TNZ 6</p>
<p>Conditions for NZTA-4</p> <p><u>Condition 1 (DW1)</u></p> <p>The Requiring Authority must maintain revegetation areas in accordance with the requirements of construction condition 71 and the Planting Establishment and Management section of the EMP until such time as the following performance conditions are satisfied:</p> <ul style="list-style-type: none"> a) For native canopy planting, until 80% native canopy closure is achieved. b) Where native planting does not comprise the canopy, i.e. underplanting of bioengineered flood protection planting, maintenance should be undertaken until the native understory reaches a 60% cover. c) The Consent Holder may engage a Suitably Qualified Person to provide confirmation of completion of the above maintenance performance standard for each required planting/revegetation area. A copy of this confirmation can then be provided to the Manager, at which time this condition will be satisfied. <p><u>Condition 2 (DW2)</u></p> <p>A maintenance agreement must be prepared for all pedestrian and cycle paths within the designation, setting out the party or parties responsible for maintenance of specific paths. The maintenance agreement must include details of who will hold responsibility for long-term maintenance of the paths and the organisational structure which will support this process.</p> <p>A copy of the maintenance agreement must be supplied to the Manager within 3 months of completion of construction of the Project, or as otherwise agreed with the Manager.</p>	

Attachment D – Full Updated Conditions List for Te Ara Tupua, April 2024

General conditions (GC)

Ref	Condition
Standard conditions	
GC.1 ¹	<p>a) Except where modified by clauses (aa), (ab), (ac), (ad), and (ae) below, and except as provided for in the conditions below and subject to final design, the Project shall be undertaken in general accordance with the following plans and information submitted with the Application dated 12 October 2020, the applicant's response to clause 25 of Schedule 6 to the COVID-19 Recovery (Fast-Track Consenting) Act 2020 requests for further information dated 20 November 2020, 9 December 2020, 13 January 2021 and 19 January 2021, and the applicant's Response to Comments dated 18 December 2020, and in particular the following documents:</p> <p>(i) Chapter 3: Description of the Project and Chapter 4: Construction of the Project in the Te Ara Tupua Assessment of Effects on the Environment Report dated 30 September 2020;</p> <p>(ii) The following plan sets in Volume 3: Drawing Set:</p> <ul style="list-style-type: none"> (i) General arrangement drawings; and (ii) Typical cross sections. <p>(aa) Changes to the design of the revetment shall be undertaken in general accordance with the plans and information submitted with the Section 127 Application dated 17 December 2021.</p> <p>(ab) Barge staging areas and use of barges shall be undertaken in general accordance with the plans and information submitted with the Section 127 Application dated 17 December 2021. All barge staging areas shall be removed at Completion of Construction.</p> <p>(ac) Offshore habitats shall be constructed in general accordance with the plans and information submitted with the Section 127 Application dated 17 December 2021.</p> <p>(ad) Changes to the ecology mitigation and compensation package shall be undertaken in general accordance with the plans and information submitted with the Section 127 Application dated 19 April 2023.</p>

¹ Condition changed under s127 of the Resource Management Act on 4 April 2022 and 14 June 2023

(ae) Changes to the design and construction of the seaward piles for the shared path bridge shall be undertaken in general accordance with the plans and information submitted with the Section 127 Application dated April 2024.

b) Where there may be an inconsistency between the documents listed in clause (a) above and the requirements of these conditions, these conditions shall prevail.

(c) Where there is inconsistency between the documents listed in clause (a), provided by the applicant as part of the application for resource consent and notice of requirement, the applicant's responses to the clause 25 of Schedule 6 requests for further information, and information and plans provided through the Response to Comments, the most recent plans and information prevail.

Ref	Condition
GC.1A ²	<p>The Project shall be undertaken in accordance with the most recent version of the following plans:</p> <ul style="list-style-type: none"> (a) Contaminated Land Management Plan prepared and certified in accordance with Condition CL.1; (b) Ecology Management Plan prepared and certified in accordance with; Condition EM.1, including the following: <ul style="list-style-type: none"> (i) Predator Control Plan (c) Construction Erosion and Sediment Control Plan prepared and certified in accordance with Condition EW.3; (d) Site Specific Erosion and Sediment Control Plan prepared and certified in accordance with Condition EW.5; (e) Coastal Works Construction and Environmental Management Plan and certified in accordance with Condition CA.7; (f) Smeagol climoi Translocation Plan prepared in accordance with Condition EM.23; (g) Beach Nourishment Management Plan prepared and certified in accordance with Condition CA.6A; (h) Mana Whenua Values Plan prepared in accordance with Condition MW.4; (i) Construction Environmental Management Plan prepared in accordance with Condition CC.1; (j) Northern Construction Yard Reinstatement Plan prepared in accordance with Condition HTP.4; (k) Communications Plan prepared in accordance with Condition PC.7; (l) Construction Traffic Management Plan prepared in accordance with Condition CT.1; m) Reef Enhancement Final Design prepared in accordance with resource consent WGN230342.

Ref	Condition
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² Condition GC.1A amended on 8 March 2021, and Condition changed under s127 of the Resource Management Act on 14 June 2023

GC.1B	<p>a) A copy of the plans and these designation and resource consent conditions shall be kept either electronically or in hard copy on-site at all times that Enabling Works and Construction Works are being undertaken.</p> <p>b) The consent holder shall make contractors aware of the requirement to comply with these conditions, including through the implementation of the plans.</p>
GC.1C	<p>All earthmoving machinery, pumps, generators and ancillary equipment shall be operated so that spillages of fuel, oil and similar contaminants are prevented, particularly during refuelling and machinery services and maintenance.</p>
GC.2	<p>The preparation of all plans and all actions required by these conditions shall be undertaken by a Suitably Qualified Person.</p>
<p>Designation lapse</p>	
GC.3	<p>In accordance with clause 37(7) of Schedule 6 to the COVID-19 Recovery (Fasttrack Consenting) Act 2020, the designation shall lapse if not given effect to within two years from the date on which it is included in the Wellington City District Plan/Hutt City District Plan under section 175 of the RMA.</p>
<p>Consent lapse and expiry</p>	
GC.4	<p>Pursuant to clause 37(7) of Schedule 6 to the COVID-19 Recovery (Fast-track Consenting) Act 2020, the consents numbers RC.1, RC.2, RC.3, RC.4, RC.5, RC.6, RC.7, RC.8, RC.9, RC.10, RC.11, RC.12, and RC.13 shall lapse two years from the date of their commencement unless they have been given effect to, surrendered or been cancelled at an earlier date.</p>
GC.5	<p>Pursuant to section 125(1) of the RMA, the consents numbers RC.1, RC.2, RC.3, RC.4, RC.6, RC.7, and RC.8 shall expire 10 years from the date of their commencement unless they have been surrendered or been cancelled at an earlier date.</p>
Ref	Condition

GC.6	Pursuant to section 125(1) of the RMA, the consents numbers RC.11, RC.12, and RC.13 shall expire 35 years from the date of their commencement unless they have been surrendered or been cancelled at an earlier date.
Review of Conditions	
GC.6A	<p>a) The GWRC or HCC or WCC may, under section 128 of the Resource Management Act 1991 (Act), initiate a review of any or all conditions of the relevant operational resource consents listed in the Index of designations and resource consents, within the months of August and September of every third year following the commencement of Construction Works, for the duration of the resource consents.</p> <p>(b) A review of conditions under clause (a) is to deal with any adverse effect on the environment that may arise from the exercise of these resource consents.</p> <p>(c) A review of conditions under clause (a) may allow for the consideration of the following:</p> <p>(i) the modification of monitoring activities, including the frequency of the monitoring; and</p> <p>(ii) the deletion, amendment or addition of new conditions as necessary to avoid, remedy, or mitigate any adverse effects.</p>

Pre-construction conditions (PC)

Ref	Condition
Pre-construction site meeting	
PC.1	<p>(a) No less than twenty (20) working days prior to the anticipated Start of Construction, a pre-construction site meeting shall be arranged with appropriate representation from Waka Kotahi, the Councils' monitoring teams and the primary contractor. Representatives of KiwiRail and the Mana Whenua Steering Group shall also be invited to attend.</p> <p>(b) The purpose of the pre-construction site meeting is to share information in respect of the works methods, erosion and sediment controls, management plan requirements and compliance with the conditions of the resource consents.</p>

	(c) The pre-construction meeting shall discuss the works methodology so that all relevant parties are aware of the relevant conditions of the resource consents.
Ref	Condition
	Advice note: Infrastructure owned by KiwiRail is located within and adjacent to the Project footprint. Approval from KiwiRail as landowner (e.g. Deed of Grant and access permits) and Requiring Authority approval for work in designated land is required prior to any works on rail land. These approvals will likely include appropriate notification timeframes and access protocols for work on KiwiRail land.
Outline Plan(s) of Works (designation)	
PC.2	<p>An Outline Plan (or Plans) shall be submitted for the Project, in accordance with section 176A of the RMA.</p> <p>An Outline Plan may be submitted in parts or in stages to address particular works or Project stages.</p>
PC.3	<p>The Outline Plan (or Plans) shall include the following plans (as relevant to the management of effects for that work or Project stage):</p> <p>(a) Construction Noise and Vibration Management Plan (CNVMP); and</p> <p>(b) Cultural and Environmental Design Master Plan (CEDMP).</p>
PC.4	<p>(a) Following submission of the Outline Plans(s), the CNVMP and CEDMP may be amended if necessary, to reflect any changes in design, construction methods or management of effects. Any amendments to the plans are to be discussed with and submitted to the Manager for information without the need for a further Outline Plan process unless those amendments once implemented would result in a materially different outcome to that described in the original Outline Plan.</p> <p>(b) Where the CNVMP or CEDMP was prepared in consultation with other parties, any material changes to that plan shall be prepared in consultation with those same parties.</p>
Management plans (resource consents)	

PC.5	<p>(a) The management plans listed in (b) shall be submitted to the Manager at least twenty (20) working days prior to the anticipated Start of Construction (unless otherwise specified) for certification. The certification process shall be confined to confirming that the Management Plan adequately gives effect to the relevant condition(s).</p> <p>(b) The following plans shall be submitted for certification:</p> <ul style="list-style-type: none"> (i) Contaminated Land Management Plan; (ii) Ecology Management Plan;
Ref	Condition
	<ul style="list-style-type: none"> (iii) Construction Erosion and Sediment Control Plan; (iv) Site Specific Erosion and Sediment Control Plan; (v) Coastal Works Construction and Environmental Management Plan; and (vi) Beach Nourishment Management Plan. <p>(c) If twenty (20) working days have passed since the management plan has been provided to the Manager under clause (a) above, and the consent holder has not received a response from the Manager, the Management Plan shall be deemed to be certified.</p> <p>(d) If the Manager(s)' response is that they are not able to certify the Management Plan the consent holder shall request that the Manager(s) provide reasons and recommendations for changes to the management plan in writing. The consent holder shall consider any of the reasons and recommendation of the Manager(s) and resubmit an amended Management Plan to be certified.</p> <p>(e) If the consent holder has not received a response from the Manager within five (5) working days of the date of resubmission under clause (d) above, the amended Management Plan will be deemed to be certified.</p> <p>(f) Any certified management plan may be amended, if necessary, to reflect any changes in design, construction methods or management of effects without the need for certification, where;</p> <ul style="list-style-type: none"> i) the amendment/s have no, or a de minimis adverse effect on the environment, or is a change that results in an improved environmental outcome; or ii) the amendment is an administrative change, including nominating personnel; and

	<p>iii) the revised Management Plan is provided to the Manager and, within ten (10) working days of receiving the revised Management Plan, the Manager has not advised in writing that the amendment shall be certified under clause (b) – (e) on the basis that the amendment/s do not meet the requirements of clauses (f)(i) or (f)(ii).</p> <p>(g) Except as provided for in clause (f), amendments to management plans shall be certified in writing by the Manager prior to the commencement of any works to which the amended management plan(s) relate.</p> <p>(h) All management plans shall describe how they have taken into account the Te Ara Tupua Kaitiaki Principles set out in Attachment C of these conditions.</p> <p>(i) Notwithstanding the timeframes specified in (a) above and elsewhere in these conditions in respect of the provision of management plans and other materials</p>
Ref	Condition
	<p>for certification, the Start of Construction may occur as soon as the relevant management plans and / or other materials are certified or deemed to be certified.</p> <p>Advice notes:</p> <p>The Contaminated Land Management Plan will be submitted for certification to the Manager, HCC and the Manager, WCC. The other management plans listed in this condition will be submitted for certification to the Manager, GWRC.</p> <p>It is anticipated that the construction of the Integrated Clubs Building in Honiana Te Puni Reserve will commence in advance of other works. Activity specific management plans will be prepared for those works as provided by this condition.</p>
Communication, engagement and social	
Liaison person	
PC.6	<p>A Project Liaison Person (or persons) shall be appointed for the duration of Enabling Works and Construction Works to be the main and readily accessible point of contact for persons interested in, or affected by, Construction Works.</p> <p>The Project Liaison Person’s contact details shall be readily available via the Project website and they shall be contactable at all times during Construction Works.</p>
Communications Plan	

PC.7	<ul style="list-style-type: none"> (a) Prior to the Start of Construction, a Communications Plan shall be prepared for the construction phase of the Project. (b) The purpose of the Communications Plan is to set out how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be communicated with throughout the Construction Works. (c) The Communications Plan shall be submitted to the Manager for information at least twenty (20) working days prior to the anticipated Start of Construction.
PC.8	<p>The Communications Plan shall include:</p> <ul style="list-style-type: none"> (a) Contact details of the Project Liaison Person; (b) A list of stakeholders who will be communicated with; (c) Details of communication activities proposed;
Ref	Condition
	<ul style="list-style-type: none"> (d) Details of the Project website, or equivalent virtual information source, for providing information to the public; (e) Details of the complaint management process including who is responsible for responding, how responses will be provided and the timeframes within which the responses will be provided. (f) Linkages to consultation set out in other conditions where relevant; and (g) The process for ongoing review and amendment of the plan to maintain its currency.
PC.8A	<p>If the Communications Plan required by Condition PC.7 is amended or updated, the revised Communications Plan shall be submitted to the Manager for information within five (5) working days of the update being made.</p>
Project Liaison Group	
PC.9	<ul style="list-style-type: none"> (a) Prior to the start of Detailed Design, and at least three months prior to the anticipated Start of Construction, a Project Liaison Group (PLG) shall be established. (b) The PLG shall hold regular meetings at a frequency agreed by the PLG. (c) The PLG shall be dis-established following the Completion of Construction.

PC.10	<p>The purpose of the PLG is:</p> <ul style="list-style-type: none"> (a) To provide a forum to share information on the Project design, programme and condition implementation; and (b) For the parties listed in Condition PC.11 to raise issues of concern or identify opportunities for the Project team to respond to.
PC.11	<p>The PLG shall include the following parties from the Project team:</p> <ul style="list-style-type: none"> (a) The Project Liaison Person; (b) A representative from Waka Kotahi; and (c) A representative of the construction contractor. <p>A representative(s) from the following entities shall be invited to participate in the PLG:</p> <ul style="list-style-type: none"> (a) GWRC, WCC and HCC; (b) MWSG; (c) DOC;
Ref	Condition
	<ul style="list-style-type: none"> (d) Royal Forest & Bird Protection Society of New Zealand Inc; (e) KiwiRail; (f) Wellington Water Ski Club; (g) Wellington Rowing Association; and (h) One or more Wellington and Hutt cycling and walking groups.
Complaints management	
PC.12	<p>A record of any complaints received in respect of the Project Construction Works shall be maintained during Construction Works.</p> <p>The record shall include:</p> <ul style="list-style-type: none"> (a) The name, phone number and address (if known) of the complainant (unless the complainant wishes to remain anonymous); (b) Nature of the complaint; (c) The date and time of the complaint, and the location, date and time of the alleged event giving rise to the complaint; (d) The weather conditions at the time of the complaint (as far as practicable), including wind direction and approximate wind speed if the complaint

	<p>relates to air quality, odour or noise and where weather conditions are relevant to the nature of the complaint;</p> <p>(e) Any other activities in the area, unrelated to the Project, that may have contributed to the complaint, such as construction undertaken by other parties, fires, traffic accidents or any unusual conditions;</p> <p>(f) Measures taken to respond to the complaint or confirmation of no action if deemed appropriate;</p> <p>(g) The outcome of the investigation into the complaint; and (h) A record of the response provided to the complainant.</p>
PC.13	<p>(a) The consent holder shall notify the Manager of any complaint received that relates to the activities authorised by these resource consents and notices of requirement as soon as reasonably practicable and no longer than two (2) working days after receiving the complaint.</p> <p>(b) The consent holder shall respond to any complainant as soon as reasonably practicable and within five (5) working days by advising the Manager and complainant of the outcome of the consent holder's investigation and all measures taken, or proposed to be taken, to respond to the complaint.</p>
Ref	Condition
PC.14	The record of complaints shall be made available to the Manager upon request.

General construction conditions (CC)

Ref	Condition
Construction Environmental Management Plan	
CC.1	<p>(a) A Construction Environmental Management Plan (CEMP) shall be prepared prior to the Start of Construction.</p> <p>(b) The purpose of the CEMP is to confirm the management procedures and construction methods to be used, in order to avoid, remedy or mitigate potential adverse effects arising from construction activities.</p> <p>(c) The CEMP shall be submitted to the Manager for information at least twenty (20) working days prior to the Start of Construction.</p>
CC.2	The CEMP shall be prepared having regard to the NZ Transport Agency's

	<p>Guideline for preparing Environmental and Social Management Plans (April 2014), and shall include the following:</p> <ul style="list-style-type: none"> (a) The roles and responsibilities of staff and contractors; (b) Details of the site or Project manager and the Project Liaison Person, including their contact details (phone and email address); (c) The Construction Works programme and the staging approach; (d) The Construction Works methodology including proposed hours of work, and site layouts (including construction yards), locations of refuelling activities, procedures for the refuelling and maintenance of plant and equipment and construction lighting; (e) Methods for controlling dust and the removal of debris and demolition or construction materials from public roads, paths or places; (f) Methods for routine dust and odour monitoring; (g) Methods to address the safety, integrity, protection and (where necessary) the relocation of existing network utilities. This shall include any specific measures agreed with the asset owner including: <ul style="list-style-type: none"> i. Continued access to assets during construction for maintenance; ii. Identification of network utilities prior to and detailed design and construction works;
Ref	Condition
	<ul style="list-style-type: none"> iii. Agreement on any protection, diversion or replacement of assets affected by the permanent works; iv. Identification of assets on construction plans and appropriate physical indicators showing surveyed locations; v. Informing all persons working on the site of the presence and location of network utilities and the restrictions in place in relation to those network utilities; vi. Access to assets during construction for maintenance and operation; (h) Methods to provide access to existing network utilities for owners and operators during construction; (i) Methods of providing for the health and safety of the general public, including training for site personnel about risks posed to active users;

	<ul style="list-style-type: none"> (j) Methods for inspections, incident management and reporting in accordance with Condition EW.7A and EW.7B; (k) Methods to inform and train all persons working on the site of potential environmental issues and how to avoid remedy or mitigate any potential adverse effects; and (l) Methods for amending and updating the CEMP as required.
CC.3	The CEMP shall include methods for management of air quality throughout the construction period, in accordance with the Good Practice Guide for Assessing and Managing Dust, Ministry for Environment, 2016 and the Good Practice Guide for Assessing and Managing Odour, Ministry for Environment, 2016, or any subsequent versions.
CC.4	The CEMP shall demonstrate how it links with other management plans prepared in accordance with these conditions to manage the effects of the Project.
CC.4A	If the CEMP required by Condition CC.1 is amended or updated, the revised CEMP shall be submitted to the Manager for information within five (5) working days of the update being made.
CC.5	<ul style="list-style-type: none"> (a) Where Enabling Works (that are not otherwise permitted activities) are to be undertaken prior to the anticipated Start of Construction, an Enabling Works CEMP shall be prepared prior to the start of the Enabling Works. (b) The purpose of the Enabling Works CEMP is to address the matters specified in Conditions CC.1 and CC.2 (as relevant to the Enabling Works).
Ref	Condition
	(c) The Enabling Works CEMP shall be submitted to the Manager for information at least ten (10) working days prior to the Enabling Works starting.
CC.5A	If the Enabling Works CEMP required by Condition CC.5 is amended or updated, the revised Enabling Works CEMP shall be submitted to the Manager within five (5) working days of the update being made.
CC.6	A Coastal CEMP shall be prepared for all works in the CMA, in accordance with Condition CA.9.

Mana whenua (MW)

Ref	Condition
Mana Whenua Steering Group	
MW.1	<p>(a) Prior to the start of Detailed Design, and at least three months prior to the anticipated Start of Construction, the requiring authority/consent holder shall invite mana whenua to establish a Mana Whenua Steering Group (MWSG) for the Project. The following parties shall be invited to include representatives on the MWSG:</p> <ul style="list-style-type: none"> (i) Port Nicholson Block Settlement Trust, on behalf of Taranaki Whānui ki Te Upoko o Te Ika (Taranaki Whānui); and (ii) Te Rūnanga o Toa Rangatira Incorporated, on behalf of Ngāti Toa Rangatira. <p>(b) The purpose of the MWSG is to:</p> <ul style="list-style-type: none"> (i) Facilitate ongoing engagement with mana whenua in respect of the activities authorised by these designations and resource consents; (ii) Provide an opportunity for mana whenua to provide kaitiaki inputs into the Project as set out in condition MW.3; and (iii) Ensure appropriate tikanga and kawa (customary practices and protocols) are being applied throughout the development and implementation of the Project.
MW.2	The MWSG shall be invited to hold regular meetings (monthly) throughout the Construction Works until at least six months after Completion of Construction.
MW.3	The MWSG shall be invited to participate in the following:
Ref	Condition
	<p>(a) Development of the Project design to incorporate cultural values into elements such as:</p> <ul style="list-style-type: none"> (i) Cultural expression in artwork on Shared Path features such as the Shared Path Bridge and in landscape works and plantings; (ii) Implementation of biodiversity mitigation, offset, or compensation measures; and

	<ul style="list-style-type: none"> (iii) Signage describing local features and the history of the area. (b) Development of the Communications Plan with respect to methods of engaging with iwi and hapū; (c) Preparation of the Accidental Discovery Protocol (as required by Condition AH.1 and AH.2) and any updates to this Protocol; (d) Development and implementation of agreed cultural protocols / tikanga appropriate to stages of the works or activities (for example: blessings, accidental discoveries, vegetation clearance, relocation of native fauna); (e) Development of cultural indicators covering matters such as (but not limited to) traditional association, mahinga kai and cultural stream health measures; and (f) The development and implementation of a Mana Whenua Values Plan.
Mana Whenua Values Plan	
MW.4	<ul style="list-style-type: none"> (a) A Mana Whenua Values Plan (MWVP) shall be prepared for the construction phase of the Project by a Suitably Qualified Person identified in consultation with the MWSG. (b) The purpose of the MWVP is to set out the agreed cultural monitoring requirements and measures, related to the Te Ara Tupua Kaitiaki Principles (Attachment C of these conditions), to be implemented during construction activities, to acknowledge the historic and living cultural values of the area to mana whenua and to minimise potential adverse effects on these values. (c) The MWVP shall be submitted to the Manager for information at least twenty (20) working days prior to the anticipated Start of Construction.
MW.5	<p>The MWVP shall include:</p> <ul style="list-style-type: none"> (a) Site dedications or cultural interpretation to be undertaken prior to Start of Construction in areas identified as having significance to mana whenua; (b) Cultural protocols and procedures for cultural inductions;
Ref	Condition
	<ul style="list-style-type: none"> (c) A description of specific monitoring activities to be undertaken prior to or during construction, including for example preconstruction surveys and monitoring of taonga species;

	<p>(d) Confirmation of the roles and responsibilities of personnel in respect of clauses (a) to (c);</p> <p>(e) Opportunities to reuse natural materials, and to participate in activities (e.g. including planting, translocation, ecology monitoring etc);</p> <p>(f) Consideration of potential effects on taonga species, or other species of significance to mana whenua; and</p> <p>(g) Any other matters or measures to avoid or mitigate potential adverse effects on mana whenua values, customs and practices.</p>
MW.5A	If the MWVP required by Condition MW.5 is amended or updated, the revised MWVP shall be submitted to the Manager for information within five (5) working days of the update being made.

Archaeology and heritage (AH)

Ref	Condition
Archaeology and heritage	
AH.1	<p>(a) For activities and areas of the Project not covered by an Archaeological Authority granted under the Heritage New Zealand Pouhere Taonga Act 2014, an Accidental Discovery Protocol shall be prepared for any accidental archaeological discoveries which occur during Construction Works.</p> <p>(b) Where an Archaeological Authority has not been granted prior to the Start of Construction, an Accidental Discovery Protocol shall be submitted to the Manager and the Regional Archaeologist, Central Region, HNZPT for information twenty (20) working days prior to the Start of Construction.</p>
AH.2	<p>The Accidental Discovery Protocol shall be consistent with the NZ Transport Agency Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version.</p> <p>The Accidental Discovery Protocol shall be prepared in consultation with mana whenua and modified as necessary to reflect the site-specific Project detail.</p>

Honiana Te Puni Reserve (HTP)

Ref	Condition
Honiana Te Puni Reserve: Integrated Clubs Building and parking area	
HTP.1	<p>(a) At least twenty (20) working days prior to the anticipated Start of Construction of the Integrated Clubs Building and associated parking area, design drawings shall be submitted to the Manager for certification. The following details shall be provided:</p> <ul style="list-style-type: none"> i. Site plan showing the location of the building, access and parking plan; ii. Elevations and building plans showing the final design of the building; and iii. Details of landscape works and lighting. <p>The certification is to confirm that the design is in general accordance with the information specified in Condition GC.1.</p> <p>(b) If twenty (20) working days have passed since the design drawings have been provided to the Manager under clause (a) above, and the consent holder has not received a response from the Manager, the design drawings shall be deemed to be certified.</p> <p>(c) If the Manager(s)' response is that they are not able to certify the design drawings the consent holder shall request that the Manager(s) provide reasons and recommendations for changes to the design drawings in writing. The consent holder shall consider any of the reasons and recommendation of the Manager(s) and resubmit an amended set of design drawings to be certified.</p> <p>(d) If the consent holder has not received a response from the Manager within five (5) working days of the date of resubmission under clause (c) above, the design drawings will be deemed to be certified.</p>
HTP.2	<p>Subject to the approval of the Port Nicholson Block Settlement Trust (Landowner) and Hutt City Council (Reserve Administrator), the Integrated Clubs Building and parking area shall be completed and available for use prior to commencing site works to establish the Northern Construction Yard.</p>
Honiana Te Puni Reserve: Notification	
HTP.3	<p>The Manager shall be notified at least five (5) working days prior to the start of works at the Honiana Te Puni Reserve.</p>

Ref	Condition
Honiana Te Puni Reserve: Northern Construction Yard – Site Reinstatement	
HTP.4	<p>(a) At least twenty (20) working days prior to the start of the reinstatement of the Northern Construction Yard, a Northern Construction Yard Reinstatement Plan shall be prepared and submitted to the Manager for information.</p> <p>(b) The purpose of the Northern Construction Yard Reinstatement Plan is to demonstrate how the Honiana Te Puni Reserve area used for construction will be reinstated at the Completion of Construction.</p> <p>(c) The Northern Construction Yard Reinstatement Plan shall include details of the following matters:</p> <ul style="list-style-type: none"> (i) Relocation of the Tāwharau Pods to the western side of the Reserve (if they are to be relocated); (ii) Construction and/or relocation of the Sculptures (if the Sculptures are to be constructed/relocated); (iii) Construction of the Whare (if the Whare is to be constructed); (iv) Formation of the reinforced grass access to the waka ramp; (v) Decommissioning of the Project construction yard; and (vi) Development and upgrade of a number of paths within the Reserve. <p>(d) The Northern Construction Yard Reinstatement Plan shall be prepared in consultation with representatives of Port Nicholson Block Settlement Trust (Landowner) and Hutt City Council (Reserve Administrator).</p>
HTP.4A	<p>If the Northern Construction Yard Reinstatement Plan required by Condition HTP.4 is amended or updated, the revised Northern Construction Yard Reinstatement Plan shall be submitted to the Manager for information within five (5) working days of the update being made.</p>
Honiana Te Puni Reserve: Tāwharau Pods, Whare and associated car parking at Honiana Te Puni Reserve	
HTP.5	<p>(a) At least twenty (20) working days prior to the anticipated Start of Construction of the temporary Tāwharau Pods, design drawings shall be submitted to the Manager for certification. The following details shall be provided:</p>

	<ul style="list-style-type: none"> i. Site plan showing the location of the pods; ii. Elevations and plans showing the final design of the pods; and iii. Detailed description of the use of the pods, the nature of the activities and the hours of operation.
Ref	Condition
	<ul style="list-style-type: none"> (b) The certification is to confirm that the location and design is in general accordance with the information specified in Condition GC.1. (c) If twenty (20) working days have passed since the design drawings have been provided to the Manager under clause (a) above, and the consent holder has not received a response from the Manager, the design drawings shall be deemed to be certified. (d) If the Manager(s)' response is that they are not able to certify the design drawings the consent holder shall request that the Manager(s) provide reasons and recommendations for changes to the design drawings in writing. The consent holder shall consider any of the reasons and recommendation of the Manager(s) and resubmit an amended set of design drawings to be certified. (e) If the consent holder has not received a response from the Manager within five (5) working days of the date of resubmission under clause (d) above, the design drawings will be deemed to be certified.
HTP.6	<ul style="list-style-type: none"> (a) If the Tāwharau Pods are to be relocated from a temporary location on the eastern side of the Reserve to a permanent location on the western side of the Reserve, the Manager shall be notified least twenty (20) working days prior to the relocation. (b) The Manager shall be provided with design drawings for the new location of the Tāwharau Pods, including: <ul style="list-style-type: none"> i. Site plan showing the location of the pods, access and parking plan; ii. Elevations and plans showing the final design of the pods; iii. Details of landscape works and lighting; and iv. Detailed description of the use of the pods, the nature of the activities and the hours of operation.
HTP.7	<ul style="list-style-type: none"> (a) At least twenty (20) working days prior to the anticipated Start of Construction of the Whare and associated car parking, design drawings shall be submitted to the Manager for certification. The following details shall be provided:

	<p>i. Site plan showing the location of the Whare access and parking; ii. Elevations and building plans showing the final design of the building; and</p> <p>iii. Details of landscape works and lighting.</p> <p>(b) The certification is to confirm that the location and design is in general accordance with the information specified in Condition GC.1.</p>
Ref	Condition
	<p>(c) If twenty (20) working days have passed since the design drawings have been provided to the Manager under clause (a) above, and the consent holder has not received a response from the Manager, the design drawings shall be deemed to be certified.</p> <p>(d) If the Manager(s)' response is that they are not able to certify the design drawings the consent holder shall request that the Manager(s) provide reasons and recommendations for changes to the design drawings in writing. The consent holder shall consider any of the reasons and recommendation of the Manager(s) and resubmit an amended set of design drawings to be certified.</p> <p>(e) If the consent holder has not received a response from the Manager within five (5) working days of the date of resubmission under clause (d) above, the design drawings will be deemed to be certified.</p>
HTP.8	The construction of the Integrated Clubs Building and parking area, Tāwharau Pods, Whare and associated car parking at Honiana Te Puni Reserve shall be in general accordance with the design drawings certified by the Manager.
HTP.9	<p>(a) Any relocation of the Tāwharau Pods to the western side of the Reserve shall occur within three years of the decommissioning of the Northern Construction Yard.</p> <p>(b) The Whare and associated car parking at Honiana Te Puni Reserve shall (if they are to be constructed) be commenced within three years of the decommissioning of the Northern Construction Yard.</p>

Construction noise (CNV)

Ref	Condition
Construction noise and vibration management plan	

CNV.1	<p>(a) A CNVMP shall be prepared prior to the Start of Construction.</p> <p>(b) The purpose of the CNVMP is to provide a framework for the development and implementation of the best practicable option for the management of construction noise and vibration effects, and to minimise any exceedance of the construction noise and vibration criteria set out in Conditions CNV.3 and CNV.4 as far as practicable.</p> <p>(c) The CNVMP shall address noise and vibration from Project construction activities on land (including at Honiana Te Puni Reserve) and in the CMA.</p>
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Ref	Condition
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	(d) The CNVMP shall be submitted as part of the relevant Outline Plan in accordance with the process set out in Condition PC.2 – PC.4. A copy of the CNVMP shall be provided to GWRC for information.
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CNV.2	The CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 ‘Acoustics – Construction Noise’ (NZS 6803:1999) and the Waka Kotahi State highway construction and maintenance noise and vibration guide (version 1.1, 2019), or any subsequent version.
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Construction noise and vibration – general requirements	
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CNV.3	Construction noise shall be measured and assessed in accordance with NZS 6803:1999 Acoustics – Construction Noise and shall comply, as far as practicable, with the construction noise criteria in Table CNV.1.
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Table CNV.1: Construction noise criteria

Day of week	Time period	L _{Aeq}	L _{AFmax}
Occupied Residential and other noise sensitive buildings			
Weekday	0630h – 0730h	55 dB	75 dB
	0730h – 1800h	70 dB	85 dB
	1800h – 2000h	65 dB	80 dB
	2000h – 0630h	45 dB	75 dB
Saturday	0630h – 0730h	55 45 dB	75 dB
	0730h – 1800h	70 dB	85 dB
	1800h – 2000h	45 dB	75 dB
	2000h – 0630h	45 dB	75 dB
Sunday and Public Holidays	0630h – 0730h	45 dB	75 dB
	0730h – 1800h	55 dB	85 dB
	1800h – 2000h	45 dB	75 dB

	Industrial and commercial	2000h – 0630h	45 dB	75 dB
All		0730h – 1800h	70 dB	
		1800h – 0730h	75 dB	-

CNV.4 (a) Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures.

Ref	Condition
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- (b) The Category A criteria in Table CNV.2 shall be complied with as far as practicable. If measured or predicted vibration from construction activities exceeds the Category A criteria, a Suitably Qualified Person shall assess and manage construction vibration during those activities, and pre- and postconstruction building condition surveys shall be undertaken.
- (c) If measured or predicted vibration from construction activities exceeds the Category B criteria those activities shall only proceed if vibration effects on affected buildings are assessed, monitored and mitigated as recommended by a Suitably Qualified Person.

Table CNV2: Construction vibration criteria

Receiver	Details	Category A	Category B
Occupied PPFs	Night-time 2000h-0630h	0.3mm/s ppv	1mm/s ppv
	Daytime 0630h – 2000h	1mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h – 2000h	2mm/s ppv	5mm/s ppv
All other buildings	Vibration – transient	5mm/s ppv	BS 5228-2* Table B2
	Vibration – continuous		BS 5228-2* 50% of table B2 values

	<p>‘BS 5228-2:2009 ‘Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration’</p>
Schedules to the CNVMP	
CNV.5	<p>(a) If noise or vibration from a construction activity is measured or predicted to exceed the criteria in Conditions CNV.3 or CNV.4 at a nearby receiver, a Schedule to the CNVMP for that activity shall be prepared in accordance with the Waka Kotahi State highway construction and maintenance noise and vibration guide (version 1.1, 2019) or any subsequent version.</p> <p>(b) The purpose of a Schedule to the CNVMP is to set out the best practicable option for the management of noise and/or vibration effects for a specific construction activity and/or location beyond those measures set out in the CNVMP.</p> <p>(c) The Schedule shall identify:</p> <p>(i) activity location, start and finish dates;</p>
Ref	Condition
	<p>(ii) the nearest neighbours to the activity;</p> <p>(iii) a location plan for the activity;</p> <p>(iv) predicted noise/vibration levels and best practicable option mitigation for the activity and/or location;</p> <p>(v) communication and consultation with the affected neighbours; and (vi) location, times and type of monitoring.</p> <p>(d) A copy of the any Schedule to the CNVMP shall be provided to GWRC for information.</p>

Construction traffic (CT)

Ref	Condition
Construction Traffic Management Plan	
CT.1	<p>(a) A Construction Traffic Management Plan (CTMP) shall be prepared prior to the Start of Construction.</p>

	<p>(b) The purpose of the CTMP is to manage construction traffic during Construction Works to:</p> <ul style="list-style-type: none"> (i) Protect public safety including the safe passage and connectivity for pedestrians and cyclists; (ii) Manage effects on road users, public transport users, pedestrians and cyclists; and (iii) Manage effects on property access. <p>(c) The CTMP shall be submitted to the Manager for information twenty (20) working days prior to the Start of Construction.</p>
CT.1A	If the CTMP required by Condition CT.1 is amended or updated, the revised CTMP shall be submitted to the Manager for information within five (5) working days of the update being made.
CT.2	The CTMP shall be consistent with the version of the NZ Transport Agency Code of Practice for Temporary Traffic Management which applies at the time the CTMP is prepared.
CT.3	The CTMP shall identify how the purpose of the CTMP will be achieved and shall include:
Ref	Condition
	<ul style="list-style-type: none"> (a) Where road capacity may be significantly affected by temporary traffic management, potential effects of the capacity reduction, and proposed measures to minimise delays; (b) Measures to avoid road closures and restrictions on vehicle, bus, pedestrian and cycle movements; (c) Site access routes and access points for heavy vehicles; (d) Temporary traffic management measures required to manage impacts on road users and existing pedestrian and cycle paths; (e) Measures to maintain, where practicable, safe and clearly marked pedestrian and cyclist access on roads, footpaths and other facilities adjacent to the Construction Works. Where detours are necessary to provide such access, these shall be sealed and the shortest and most convenient detours shall be provided, as is practicable and safe;

	<p>(f) Provision for safe and efficient access of construction vehicles to and from construction site(s);</p> <p>(g) Measures that will be used to communicate traffic management measures to affected road users, pedestrians, cyclists and other stakeholders;</p> <p>(h) Measures to minimise contractor parking on local roads including provision of construction staff parking within the Project footprint;</p> <p>(i) Details of staff training and induction regarding the safety of pedestrians and cyclists during construction and the specific access requirements in Condition CT.4;</p> <p>(j) Measures to notify users of the existing shared path of any changes to that facility; and</p> <p>(k) Auditing, monitoring and reporting requirements in accordance with the Code of Practice for Temporary Traffic Management.</p>
CT.4	<p>Heavy vehicles over 7 tonne are restricted from entering or exiting the Southern Construction Yard (to or from SH2) or Northern Construction Yard (to or from The Esplanade) between 0700–0900, Monday to Friday except for the following purposes:</p> <p>(a) Where, due to unforeseen circumstances, it is necessary to complete an activity that has commenced; (b) In cases of emergency.</p> <p>Advice note: This condition does not restrict vehicle movements associated with the existing KiwiRail yard and KiwiRail operations at Ngā Ūranga.</p>

Contaminated land (CL)

Ref	Condition
CL.1	<p>(a) Prior to excavation in areas of known or potentially contaminated land, a Suitably Qualified Environmental Practitioner (SQEP) shall be engaged to prepare a Contaminated Land Management Plan (CLMP).</p> <p>(b) The purpose of the CLMP is to detail the procedures to be implemented during Construction Works to control the disturbance and movement of identified contaminated, or potentially contaminated soils. These procedures shall cover management of health, safety and potential environmental risk from contaminated land associated with the Project.</p> <p>(c) The CLMP shall be submitted to the Manager for certification at least twenty (20) working days prior to the anticipated start of excavation of</p>

	known or potentially contaminated land in accordance with the process set out in Condition PC.5.
CL.2	<p>The CLMP shall include:</p> <ul style="list-style-type: none"> (a) A summary of Preliminary Site Investigation information and overview of the Project methodology as relevant to works in known or potentially contaminated sites; (b) Summary of any soil sampling works undertaken; (c) Roles and responsibilities of the parties involved in the land disturbance activities, including the SQEP; (d) Methods for soil testing at potentially contaminated sites; (e) Potential and known hazards arising from contamination (if present); (f) Specific management methods developed for construction earthworks in potentially contaminated soils including; (i) On site soil management practices; <ul style="list-style-type: none"> (ii) Off-site soil transport and disposal; (iii) Personal protection and monitoring; and (iv) Management of dust and odour including details of where measures are covered in other plans. (g) Contingency measures in the event of accidental/unexpected discovery (asbestos, unknown fill, odour, staining etc); and (h) Post-construction controls (if required).
CL.3	Any sampling and testing of contamination on the site shall be overseen by a SQEP. All sampling shall be undertaken in accordance with the Ministry for the
Ref	Condition
	Environment's Contaminated Land Management Guidelines No. 5 Site Investigation and Analysis of Soils (Revised 2011).

Urban design, landscape, visual and natural character (LV)

Ref	Condition
Cultural and Environmental Design Master Plan	
LV.1	(a) A CEDMP shall be prepared prior to the Start of Construction.

	<p>(b) The purpose of the CEDMP is to integrate the Project’s permanent works into the surrounding landscape and urban context, and integrate the cultural and environmental elements of the Project.</p> <p>(c) The CEDMP shall demonstrate how the Te Ara Tupua Kaitiaki Principles (Attachment C of these conditions) and the Waka Kotahi Landscape and Urban Design Principles, Design Themes, and Design Outcomes in the Project’s CEDF dated 22 September 2020 have been taken into account in the development of the design concepts.</p> <p>(d) The CEDMP shall be prepared having regard to:</p> <ul style="list-style-type: none"> (i) the Draft Masterplan in the Project’s CEDF; (ii) the NZ Transport Agency Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (iii) the NZ Transport Agency Landscape Guidelines (2013) or any subsequent updated version; and (iv) the EMP prepared in accordance with Condition EM.1 of the resource consents granted for the Project. <p>(e) The CEDMP shall be submitted as part of the relevant Outline Plan in accordance with the process set out in Condition PC.2 – PC.4. A copy of the CEDMP shall be provided to GWRC for information.</p>
LV.2	<p>(a) The CEDMP shall be prepared in consultation with:</p> <ul style="list-style-type: none"> (i) the MWSG; (ii) KiwiRail; (iii) Hutt City Council for land within the City of Lower Hutt; (iv) Wellington City Council for land within Wellington City; and (v) Greater Wellington Regional Council for the CMA.
Ref	Condition
	<p>(b) Any comments and inputs received from the parties listed above shall be summarised within the CEDMP or supporting document, along with explanation of where any comments or suggestions have, or have not, been incorporated and, if not incorporated, the reasons why.</p>

LV.3 ³	<p>The CEDMP shall include:</p> <p>(a) A concept plan – this shall depict the overall landscape and urban design concept, and explain the rationale for the landscape and urban design details if different from the CEDF;</p> <p>(b) Landscape and urban design details – these shall cover the following:</p> <ol style="list-style-type: none"> i. All major structures including the Shared Path Bridge, retaining walls and seawalls; ii. Landscape treatment of the new coastal edge including ūranga, rock rock revetment; seawalls and groynes; iii. Shared Path furniture – elements such as lighting, signs, balustrades, seats, fences, access gates and rubbish bins; iv. Architecture and landscape treatment of habitat screens; v. The concept design and location for sculptures in Honiana Te Puni Reserve; vi. Features (such as signage) for the purpose of identifying and interpreting cultural heritage, built heritage, archaeology, geological heritage and ecology; vii. Signage detailing the ecological value of avifauna and encouraging path users not to disturb birds; viii. Signage notifying the public of specific hazards (e.g. tsunami evacuation routes) in the Project area; and ix. Consideration of: <ul style="list-style-type: none"> • Crime Prevention Through Environmental Design principles, including the outcomes of an audit of the design by a Suitably Qualified Person; and • Safety in Design (SID) and Maintenance in Design requirements, including the outcomes of these, including the outcomes of an audit of the design by a Suitably Qualified Person.
LV.4	The CEDMP shall include the following planting details:
Ref	Condition
	<p>(a) Proposed planting including plant species, plant/grass mixes, spacing/densities, sizes (at the time of planting) and layout and planting methods;</p>

³ Condition changed under s127 of the Resource Management Act on 4 April 2022

	<p>(b) Planting programme – the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each stage of the Project;</p> <p>(c) Detailed specifications relating to (but not limited to) the following:</p> <ul style="list-style-type: none"> (i) Pest plant control and clearance; (ii) Ground preparation (sub-soil preparation, top soiling and growing medium); (iii) Mulching; (iv) Plant sourcing and planting, including hydroseeding and grassing; and (v) Plant species that provide habitat and food resources for the native lizard population in accordance with Condition EM.3(f). <p>(d) A maintenance regime for new planting, which shall apply for the 5 years following that planting being undertaken including the replacement of any failed plantings.</p> <p>The planting details shall be aligned with and support the measures set out in the EMP required by the resource consents granted for the Project (Condition EM.1) including the specific planting to be undertaken in the coastal dune restoration area (Condition EM.19 – EM.21).</p>
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Ecological management (EM)

Ref	Condition
Ecology Management Plan – General	
EM.1	<p>(a) An Ecology Management Plan (EMP) shall be prepared prior to the Start of Construction.</p> <p>(b) The purpose of the EMP is to set out the specific management procedures, monitoring, and measures to avoid, remedy, mitigate, offset and compensate for impacts from construction activities on ecological values, including by achieving the standards in the relevant conditions of these resource consents.</p>

Ref	Condition
	<p>(c) The EMP shall be submitted to the Manager for certification in accordance with the process set out in Condition PC.5.</p> <p>(d) The EMP shall detail the requirements for permits under the Wildlife Act 1953 that apply to all coastal birds and lizards.</p>
EM.2	<p>(a) The EMP shall be prepared in consultation with:</p> <ul style="list-style-type: none"> (i) The MWSG; (ii) DOC; (iii) Greater Wellington Regional Council; (iv) Hutt City Council, for land in Hutt City; (v) Wellington City Council, for land in Wellington City; and (vi) KiwiRail. <p>(b) Any comments and inputs received from the parties listed above shall be summarised within the EMP or supporting document, along with explanation of where any comments or suggestions have, or have not, been incorporated and, if not incorporated, the reasons why.</p>
Herpetofauna	
EM.2A	<p>(a) Where reasonably practicable, clearance of areas of lizard habitat as identified on the map in Attachment A of these conditions shall be avoided.</p> <p>(b) Where the removal of lizard habitat in (a) cannot be avoided, the methods to salvage and relocate lizards immediately prior to vegetation/habitat clearance will be undertaken in accordance with Condition EM.3(d).</p>
EM.3	<p>The EMP shall include the following information in relation to herpetofauna:</p> <ul style="list-style-type: none"> (a) A description of the lizard habitats present within the Project footprint; (b) Lizard species potentially present; (c) Roles and responsibilities for lizard management; (d) Measures proposed to avoid, remedy and mitigate adverse effects on resident native lizard populations, including:

	<ul style="list-style-type: none"> (i) vegetation clearance and construction protocols; (ii) methodology for lizard capture; (iii) details of release sites;
Ref	Condition
	<ul style="list-style-type: none"> (iv) details for post release monitoring; and (v) timetable for implementation. (e) Procedures for incidental discovery of lizards during works; and (f) Details of planting that provides habitat and food resources for native lizards.
Fish Passage	
EM.4	The extension of the four culverts, namely the Gilbert Bush culvert extension, the Waihinahina culvert extension, and the Un-named stream 1 and 2 (at approximate chainages 1790 and 2339) culvert extensions which convey flows from the intermittent and perennial streams shall be designed and installed in accordance with the National Institute of Water and Atmospheric Research New Zealand Fish Passage Guidelines April 2018 unless otherwise agreed with the Manager.
EM.4A	Following Completion of Construction, fish passage through the culvert extensions listed in Condition EM.4 shall be provided and maintained at all times in accordance with the guidelines in EM.4 unless otherwise agreed with the Manager.
Coastal birds	
EM.5	<p>Project works in the CMA shall be designed to achieve the following in relation to coastal avifauna:</p> <ul style="list-style-type: none"> (a) Encourage long-term retention of shingle beaches by placing salvaged shingle beach material during construction, constructing six seawalls with rip rap along the coastal edge of the Shared Path and groynes at locations where they would support long-term survival of the retained beaches; and (b) Minimise the effects of disturbance on birds at shingle beaches by providing habitat screens at each seawall alongside shingle beaches.

EM.6A

If modification of the potential penguin habitat identified on the map in Attachment E **and shown in the Section 127 Application dated April 2024** is undertaken to discourage penguins from nesting within the Project area, the following shall apply:

- (a) Within the 24 hours prior to any penguin habitat modification works, a penguin detector dog shall confirm the presence or absence of active nests or moulting penguins; and
- (b) The modification of potential penguin habitat shall be undertaken during the period between 1 March to 15 June (i.e. the non-breeding and nonmoulting season); or
- (c) Outside of the period in (b), habitat modification works can be undertaken where nesting or moulting penguins are confirmed to not be present.
Advice note: The penguin habitat modification works could include infilling and/or netting of potential nesting habitat.

EM.6B

The EMP shall contain the following in relation to coastal avifauna:

- (a) Measures proposed to avoid potential adverse effects of Enabling Works and Construction Works on penguin, including:
 - (i) Details of potential penguin habitat including the location of that potential habitat as identified on the map in Attachment E and a description of the characteristics of the potential habitat;
 - (ii) Results of a field survey of the Project footprint undertaken by a Suitably Qualified Person to confirm the location of the potential habitat area(s);
 - (iii) A pre-construction survey of rocky infauna at shingle beaches under the Project footprint as per Condition EM.23
 - (iv) The frequency of on-going checks for nesting or moulting birds;
 - (v) Details of the 20 nesting boxes incorporated into the Piki Wahine Point ūranga for nesting penguins and the natural boulders for the revetment material.
- (b) Measures proposed to avoid potential adverse effects of Enabling Works and Construction Works on variable oystercatcher, including:
 - (i) Details of potential variable oystercatcher habitat including the location as identified on the map in Attachment E and a map or description of the characteristics of potential habitat;
 - (ii) Results of field a survey undertaken by a Suitably Qualified Person to confirm the identified area(s);
 - (iii) If works are to occur within 20 metres of an area identified as potential variable oystercatcher nesting habitat during the breeding season (being the period from 1 September to 30 March), a Suitably Qualified Person shall check for the presence of active nests immediately prior to the works; and
 - (iv) If an active nest is discovered in an area within 20 metres of the work site(s), works within this 20 metre buffer shall be delayed and no person or machinery shall enter the buffer area until nesting is complete.
- (c) Details of the number and design of tall structures such as wooden poles incorporated into the ūranga designs to provide safe roosting habitat for species such as shags and gulls.

(d) Methods to place salvaged beach material during construction including placing material at the back of the beach and the toe of the seawall, and by placing material by hand to minimise habitat disturbance; and

(e) Roles and responsibilities for coastal avifauna management.

Advice note: The breeding and moulting season for penguin is 16 June to 28 / 29 February and the breeding season for variable oyster catcher is 1 Sept to 30 March.

EM.6C ⁴	<p>(a) Within the 24 hours prior to each Enabling Works or each Construction Works activity undertaken between 16 June to 28/29 February, a penguin detector dog shall confirm the presence or absence of active nests or moulting penguin;</p> <p>If an active nest or moulting penguin is discovered under clause (a), until such time that nesting or moulting is complete the following applies:</p> <ul style="list-style-type: none"> i No rock removal or piling activities shall be undertaken within 10 metres of the active nest or moulting penguin; and ii People and plant are able to move past the active nest or moulting penguin to access other works sites across the Project, subject to the movement occurring as quickly as practicable and avoiding unreasonable noise; and iii Except as provided for by clauses (i) and (ii), no other activity may occur in proximity to an active nest or moulting penguin unless that activity can achieve a maximum sound level of 75 dB LAeq(15min) as measured outside of the entrance of an active penguin nest or moulting penguin roost. <p>(b) If an active nest or moulting penguin is discovered in an area within 20 metres of the work site(s), fortnightly monitoring shall be undertaken to confirm whether nesting or moulting is ongoing at the site until nesting or moulting is complete.</p>
EM.6D ⁵	<p>During construction of the revetment, a Suitably Qualified Person shall provide ecological input into seawall construction and placement of those boulders <u>and concrete armour units</u> for the purpose of providing suitable penguin habitat, and in particular burrows.</p>
EM.6E	<p><u>(a) 50 artificial nest structures shall be placed along the top of the revetment between Ngā Ūranga ki Pito-One and Kaiwharawhara Point;</u></p> <p><u>(b) 1600 m of additional predator control shall be undertaken in general accordance with the plans and information submitted with the Section 127 Application dated April 2024;</u></p> <p><u>(c) If the offsetting described in (a) and (b) cannot be implemented, the Consent Holder shall engage a Suitably Qualified Person to identify an alternative location around Wellington Harbour to place the 50 artificial nest structures and undertake predator control in this area. The alternative location must be approved by the</u></p>

⁴ Condition GC.6C amended on 8 March 2021, and Condition changed under s127 of the Resource Management Act on 4 April 2022

⁵ Condition changed under s127 of the Resource Management Act on 4 April 2022

	<p><u>Manager, Environmental Regulation prior to implementation. The approval of the alternative location shall be limited to ensuring that the new location achieves the outcomes sought by the implementation of (a) and (b); and</u></p> <p><u>(d) During the reinstatement of the revetment following the construction of the shared path bridge, the revetment shall be constructed with guidance from a Suitably Qualified Person to ensure that appropriate penguin habitat is reinstated in the revetment.</u></p> <p><u>(e) The Predator Control Plan and Avifauna Management Plan, which form part of the Ecology Management Plan required until condition shall be resubmitted for certification to give effect to (a) and (b) in accordance with condition PC.5.</u></p> <p><u>Advice note: The artificial nest structures specified in clause (a) are additional to those required elsewhere under these consents.</u></p>
EM.7	Prior to operation of the Shared Path, signage shall be installed which advises that any dogs shall be restrained and confined to the formed Shared Path.
Ref	Condition
EM.7A ⁶	<p>The consent holder shall undertake Bbest endeavours shall be used to establish a legal mechanism <u>requiring</u>⁷ that dogs must be restrained and confined to the formed Shared Path.</p> <p>Advice note: The legal mechanism could include WCC and HCC policy and bylaws for dog control.</p>
EM.8	<p>(a) In addition to regular maintenance of the Shared Path, and subject to compliance with the consent holder's health and safety obligations, a sixmonthly clean-up shall be undertaken.</p> <p>(b) The clean-up shall include:</p> <ol style="list-style-type: none"> i. Removing visible accumulated rubbish debris within the rock revetment and coastal foreshore that can adversely affect coastal avifauna and other marine life, including discarded fishing gear; and ii. A Marine Invasive Species Control Programme for the structures permitted to occupy part of the CMA by these consents which shall include:

⁶ Condition EM.7A amended on 8 March 2021

	<ul style="list-style-type: none"> a. Six monthly intertidal and subtidal surveys to record the presence/absence of invasive marine organisms; and b. The removal of any invasive marine organisms identified during the survey. <p>(c) The Marine Invasive Species Control Programme shall be prepared in consultation with MPI.</p> <p>(d) Details of the Marine Invasive Species Control Programme shall be provided to the Manager within three months of operation of the Shared Path.</p> <p>(e) Records of the six monthly surveys, including details of the clean-up areas, duration and the overall volume of rubbish debris and invasive marine organisms removed during clean-ups, shall be made available to the Manager upon request.</p> <p>Advice note: Any invasive marine organisms that are identified during the Marine Invasive Species Control Programme shall be reported to MPI.</p>
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Predator control

Ref	Condition
EM.9	<ul style="list-style-type: none"> (a) A predator control programme shall be implemented during construction and operation of the Project for a duration of 35 years. The programme shall be detailed in a Predator Control Plan included as part of the EMP. The purpose of the Predator Control Plan is to protect coastal birds (particularly nesting birds) from predation by rodents and mustelids. (b) The Predator Control Plan shall include the following information: <ul style="list-style-type: none"> (i) Details of ownership and management of the Shared Path and associated assets; (ii) Locations of penguin nesting boxes at Piki Wahine Point ūranga and other nesting birds along and adjacent to the Shared Path which exist at the time that the Predator Control Plan is prepared; (iii) Locations of all nesting areas for variable oystercatcher; (iv) Areas along and adjacent to the Shared Path, including the provision of a map showing where predator control is required;

	<ul style="list-style-type: none"> (v) The target pest species; (vi) Predator control measures to be used; (vii) The frequency of pest management activities; (viii) Opportunities to co-ordinate with predator control programmes being undertaken by other parties in areas near the Project; (ix) Monitoring frequency and methods; (x) Adaptation to respond to outcomes of monitoring; and (xi) Trigger levels above which pest control measures will be increased.
EM.10	The Predator Control Plan shall be prepared in consultation with the parties listed in Condition EM.2.
Offshore habitats for birds	
EM.11	Prior to finalising the design of the offshore habitats, a survey of the proposed sites shall be undertaken to confirm the nature of the seabed habitats in the proposed offshore habitat locations. The survey shall inform the specific location of each offshore habitat taking into account the requirements in Condition EM.12 and EM.13.
EM.12 ⁸	<p>Offshore bird habitats shall be designed and constructed to achieve the following:</p> <ul style="list-style-type: none"> (a) Provide an area for roosting birds by constructing four <u>two</u> offshore bird habitats; (b) Avoid disturbance to roosting birds during the construction and operational phases of the Project by locating the offshore bird habitats a minimum of 40 metres from the low tide mark on the toe of the revetment; (c) Provide useable area for roosting birds outside the splash zone by providing a surface area for each offshore bird habitat of approximately 10m² <u>20m²</u> at least 1.5 m above MHWS; (d) Provide undisturbed roosting habitat throughout the life of the Project by designing the offshore habitats to allow an additional 1m above

⁸ Condition changed under s127 of the Resource Management Act on 4 April 2022

	<p>MHWS for sea level rise (i.e. a total height of 2.5m above MHWS as calculated at time of design to account for (c) and (d));</p> <p>(e) Provide habitat for the key species (gulls, terns, shag and variable oystercatcher) by using natural riprap; and</p> <p>(f) Minimise disturbance to roosting birds by discouraging people from landing on or being in close proximity to the offshore habitats (e.g. signage on the offshore habitats).</p>
Ref	Condition
EM.13	<p>The offshore bird habitats shall be located generally as shown in the drawings listed in Condition GC.1 and specifically shall be located:</p> <p>(a) Outside of areas of high value marine habitat including rocky reef / cobble / macroalgae identified;</p> <p>(b) In areas where there are no natural rock outcrops or headlands;</p> <p>(c) Away from the existing rowing and waka ama course as identified in Attachment D of these conditions;</p> <p>(d) In proximity (but no closer than 40m) to areas of the coastal edge used as roosting habitat prior to the Project; and</p> <p>(e) At least one offshore habitat shall be located in proximity to Karanga Point which has been identified as a nesting site for variable oystercatcher.</p> <p>Advice note: The design of the offshore habitats shall be certified in accordance with Condition CA.3 (coastal design).</p>
EM.14	<p>If the requirements in EM.13 are unable to be achieved, the offshore habitat design may be varied if agreed with the Manager. Any variation to the requirements in EM.13(a) – (e) shall be developed in consultation with GWRC, DOC and the MWSG.</p>
EM.15 ⁹	<p><u>(a) The offshore habitat in the north shall be created prior to Start of Construction between chainage 1500m and 1800m and 2600m and 2800m.</u></p> <p><u>(b) The offshore habitat in the south shall commence construction immediately following the completion of the offshore habitat in the north. The Consent Holder shall undertake all reasonably practicable steps to complete the offshore habitat in the south before 30 September 2023.</u></p> <p><u>(c) Construction Works between chainage 1800m to 2600m and 2800m to 4000m shall not commence until both offshore habitats have been created.</u></p>

⁹ Condition changed under s127 of the Resource Management Act on 14 June 2023

Intertidal rock pools and subtidal concrete armour units	
EM.15A ¹⁰	<p>a) The rock revetment and offshore bird habitats shall incorporate concrete intertidal rock pools and subtidal and intertidal concrete armour units designed to create water retaining features that provide habitat for a high diversity of marine species.</p> <p>(b) The rock pools and armour units shall be designed and constructed to achieve the following:</p> <ul style="list-style-type: none"> i. A minimum hard shore surface area of 486m² from the rockpools positioned in clusters at varying heights between MHWS and MLWS and having a pool depth designed to provide for foraging by variable oyster catchers; ii. A minimum hard shore surface area of 730m² from the subtidal concrete armour units positioned below MLWS; and iii. <u>A minimum hard shore surface area of 60m² from the intertidal concrete around units positioned in the intertidal zone.</u> <p>(c) The methods for the placement of the rock pools and armour units shall be detailed in the Coastal Works CEMP required by Condition CA.9; and</p> <p>(d) Detailed design and drawings for the rock pools and subtidal concrete armour units shall be submitted to the Manager for certification in accordance with CA.3.</p> <p>The EMP shall detail the methods, timing, and frequency or monitoring of the water retaining features that provide habitat for marine species, for the purpose of recording their performance. Monitoring shall be carried out for a period of two years following the placement of the rock pools and subtidal concrete armour units.</p>
Living Seawalls	
EM.16 ¹¹	<i>Deleted</i>
Ref	Condition
Treatment of stormwater from State Highway 2	
EM.17 ¹²	<p>Reef Enhancement</p> <p>Reef enhancement shall be installed in accordance with resource consent WGN230342 [39072] by 31st December 2026.</p> <p>For the avoidance of doubt, the reef enhancement is not subject to any other conditions under EPA210001, with the exception of Conditions CA.7 - CA.12 (Coastal Works CEMP).</p>

¹⁰ Condition changed under s127 of the Resource Management Act on 14 June 2023

¹¹ Condition changed under s127 of the Resource Management Act on 14 June 2023

¹² Condition EM.17 amended on 8 March 2021

Ref	Condition
EM.18 ¹³	<i>Deleted</i> —
Coastal dune vegetation restoration	
EM.19	<p>(a) Coastal dune vegetation shall be planted on approximately 0.8 ha of the Pito-One foreshore located between the Settlers Museum and Hikoikoi Reserve on the Pito-One foreshore as identified in Attachment B of these conditions, shall be established prior to the Completion of Construction, and maintained for five years following planting.</p> <p>(b) The restoration shall be designed to establish coastal dune vegetation and enhance resilience and integrity of a naturally rare ecosystem.</p> <p>(c) Plants for coastal dune restoration shall be sourced from the Wellington ecological district, or the Sounds Wellington ecological region.</p> <p>(d) The coastal dune vegetation restoration is subject to the grant of landowner approval for works and other necessary approvals. If landowner approval is unable to be obtained for access to the proposed site, alternative locations or an alternative method to compensate for the loss of marine ecology shall be identified and implemented in consultation with the Manager.</p>
EM.20	Prior to design of the coastal dune restoration, a vegetation survey of the existing area between the Settlers Museum and Hikoikoi Reserve shall be undertaken, and areas of existing vegetation mapped. This survey shall be used to inform design of the coastal dune vegetation restoration.

¹³ Condition EM.18 amended on 8 March 2021

EM.21	<p>The EMP shall include the following details for the coastal dune revegetation:</p> <ul style="list-style-type: none"> (a) The area to be restored; (b) The plants to be used for dune restoration including spinifex (<i>Spinifex sericeus</i>) and pingao (<i>Ficinia spiralis</i>); (c) Procedures for carrying out the revegetation; (d) Opportunities to co-ordinate with revegetation programmes being undertaken by other parties in area; (e) How the planted vegetation will be maintained for five years, including pest plant control and replacement of any failed plantings; (f) Monitoring frequency and methods; (g) Adaptation to respond to outcomes of monitoring; and (h) Trigger levels above which pest control measures will be increased.
Mussel beds in the Wellington Harbour	
EM.22	<i>Deleted</i>
Ref	Condition
EM.22A	<i>Deleted</i>
Ref	Condition
Pre-construction survey of rocky infauna	
EM.23	<ul style="list-style-type: none"> (a) Prior to any Enabling Works or Construction Works at shingle beaches, a pre-construction survey of rocky infauna at shingle beaches under the Project footprint shall be undertaken. The purpose of the survey is to identify if any <i>Smeagol climoi</i> are present so that these can be translocated to unaffected shingle habitat. (b) The method for sampling of rocky infauna shall be set out in the EMP. (c) The results of the survey required by clause (a) shall be provided to GWRC and DOC within 4 weeks of completion of the assessment. (d) If any <i>Smeagol climoi</i> are identified by the survey, they shall be translocated by removing and redistributing the shingles, within which it

	<p>is present, to an appropriate unaffected shingle habitat by hand, in accordance with the Smeagol climoi Translocation Plan detailed in clauses (e)–(f).</p> <p>(e) The methods for the translocation will be set out in a Smeagol climoi Translocation Plan developed by a Suitably Qualified Person in consultation with DOC. A copy of the Smeagol climoi Translocation Plan will be provided to GWRC for information prior to any translocation occurring.</p> <p>(f) The Smeagol climoi Translocation Plan shall detail the frequency and methods of monitoring of Smeagol climoi to occur six monthly for a period of 2 years post translocation event. Any translocation of Smeagol climoi shall be undertaken prior to works affecting the shingle beach habitat.</p>
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Earthworks and land disturbance (EW)

Ref	Condition
Erosion and sediment control measures	
EW.1	All practicable measures shall be taken during construction to reduce to the smallest amount practicable erosion and the discharge of sediment beyond the footprint of the Project.
EW.2	Erosion and sediment control measures shall be implemented throughout Construction Works. They shall be constructed and maintained to operate and perform in accordance with Erosion and Sediment Control Guidelines for the Wellington Region (2002) and any amendments to these guidelines, except where a higher standard is detailed in the conditions below in which case the higher standard shall apply.
Erosion and Sediment Control Plans	
EW.3	<p>(a) A Construction Erosion and Sediment Control Plan (ESCP) shall be prepared prior to the Start of Construction.</p> <p>(b) The purpose of the ESCP is to set out measures to be implemented during construction to meet the requirements of EW.1.</p>

	<p>(c) The ESCP shall be submitted to the Manager for certification at least twenty (20) working days prior to the anticipated Start of Construction in accordance with the process set out in Condition PC.5.</p>
<p>EW.4</p>	<p>The ESCP shall be prepared in accordance with the Erosion and Sediment Control Guidelines for the Wellington Region Greater Wellington Regional Council (2002) and any amendments to these guidelines.</p> <p>The ESCP shall be appropriate to the scale, location and type of earthworks and include:</p> <ul style="list-style-type: none"> (a) Details of erosion and sediment controls including supporting information (calculations and design drawings); (b) For works in the CMA south of Karanga Point, measures to minimise the resuspension of potentially contaminated sediments; (c) Links to contaminated land measures set out in the CLMP; (d) Identification of the persons with defined roles and responsibilities to monitor compliance with the ESCP; (e) Monitoring and maintenance requirements; (f) Identification of when specific work areas / activities will require the preparation of a Site Specific ESCP (SSESCP) to a greater level of detail than outlined in the ESCP; and (g) A procedure to establish and define minor changes to erosion and sediment control, which would not require either a SSESCP or further certification by the Manager prior to implementation.

EW.5	<ul style="list-style-type: none"> (a) SSESCP(s) shall be prepared for the specific work areas / activities identified in the ESCP. (b) The purpose of the SSESCPs is to provide details for erosion and sediment control measures to be implemented within a specific work area or for a particular activity. (c) The SSESCPs are to be limited to technical erosion and sediment control design and construction methodology and shall be prepared in accordance with the Erosion and Sediment Control Guidelines for the Wellington Region Greater Wellington Regional Council (2002) and any amendments to these guidelines; and (d) The SSESCP shall be submitted to the Manager for certification at least five (5) working days prior to earthworks associated with the specific area or activity in accordance with the process set out in Condition PC.5, with the exception that the timeframe set out in Condition PC.5 (c) is amended to five (5) working days in respect of the SSECP.
EW.6	<p>With the exception of Enabling Works, no earthworks activity shall commence until the ESCP or relevant SSESCP is certified in accordance with the process set out in Condition PC.5.</p>

Inspection, incidents and monitoring

EW.7	<p>(a) During Construction Works, erosion and sediment controls shall be inspected on a weekly basis and within 24 hours of each storm and/or coastal event that is likely to impair the function or performance of the erosion and sediment controls. A storm event is where more than 6mm of rainfall is measured in 1 hour or 20mm in 24 hours.</p> <p>(b) Inspections shall be carried out in accordance with the certified ESCP and records shall be maintained which detail:</p> <ul style="list-style-type: none"> (i) The location of the monitoring undertaken; (ii) The time and date the monitoring was undertaken; (iii) The weather, wave and tide conditions at the time of monitoring; (iv) The performance criteria measured; (v) The erosion and sediment controls that required maintenance; (vi) The maintenance actions which were completed; (vii) The time when the maintenance was completed; and (viii) Areas of non-compliance with the ESCP, the reasons for the noncompliance and any action taken to remedy the non-compliance (if any). <p>(c) information shall be made available to the Manager upon request.</p>
EW.7A	<p>(a) If an incident occurs for which there is no incident procedure set out in these conditions the process outlined below in (b) - (d) shall apply.</p> <p>(b) The consent holder shall notify the Manager as soon as practicable after identifying that any contaminants (including sediment) have been released during the construction of the Project and entered the CMA due to any of the following:</p> <ul style="list-style-type: none"> (i) Discharges from non-stabilised areas that are not treated by erosion and sediment control measures required under this consent; (ii) Failure of any erosion and sediment control measures; (iii) Discharge of any hazardous substances, including cement; and (iv) Failure of any temporary stream diversion for the construction of culverts; <p>(c) If any of the incidents specified in (b) occur, the consent holder shall:</p>

	<ul style="list-style-type: none"> (i) Establish control measures, where these have failed or have not been implemented in accordance with the relevant management plan, as soon as practicable; (ii) Liaise with the Manager to establish what remediation or rehabilitation is required and whether such remediation or rehabilitation is practical to implement; (iii) Carry out any agreed remedial action; and (iv) Maintain a record of the incident, which shall include the date and time of the incident, the nature, manner and cause of the release of the contaminants, weather conditions at the time of the incident, the steps taken to contain any further release, and the steps to remedy any adverse ecological effects on the CMA. <p>(d) The notification in (b) shall be either by telephone or email, or via an alternative method as agreed with the Manager.</p>
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EW.7B	<p>(a) In the event of either a failure of erosion and sediment control devices or where a storm event exceeds the design volume of the device, and where the discharge is to the CMA, a suitably qualified ecologist shall be notified within 24 hours, who shall then inspect the relevant area to determine whether there has been a significant adverse effect on the affected area's ecological values.</p> <p>(b) The consent holder shall prepare a report on the effects of the failure and any recommended measures that may be required to remedy the effects. The report shall be submitted to the Manager for approval within five (5) working days of the event.</p> <p>(c) The consent holder shall ensure that after reasonable mixing no further serious impacts shall occur within the receiving environment.</p> <p>(d) Any remedial measures shall be implemented within ten (10) working days of the approval of the Manager.</p>
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Stabilisation and decommissioning

EW.8	The site shall be stabilised against erosion as soon as practicable, and in a progressive manner, as earthworks are completed over various areas of the site.
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EW.9	Upon completion of earthworks on the Project site, all areas of bare earth shall be permanently stabilised against erosion, in accordance with the certified ESCP.
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EW.10	<p>(a) Erosion and sediment control measures shall only be removed:</p> <p>(i) when the corresponding catchment area has been permanently stabilised; or</p> <p>(ii) in accordance with a certified SSESCP.</p> <p>(b) The removal of an erosion and sediment control device shall only occur after consultation and the receipt of written advice from the Manager. Such advice shall be based on information provided by the consent holder in relation to the quality of discharged water and the receiving environment and the adequacy of soil stabilisation and/or covering vegetation.</p> <p>(c) If ten (10) working days have passed since a written request is made to the Manager to remove an erosion and sediment control device and the Manager has not provided a written response, then the device may be removed.</p>
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Coastal activities (CA)

Ref	Condition
Design details – coastal	
Ref	Condition
CA.1	The temporary occupation of the CMA during construction is limited to the areas and structures identified in the drawings listed in Condition GC.1, or as otherwise certified by the Manager.
CA.2	The right to permanently occupy the CMA is limited to the areas and structures identified in the detailed design certified by the Manager in accordance with Condition CA.3.
CA.3	<p>(a) At least twenty (20) working days prior to the anticipated Start of Construction in the CMA, the detailed designs and drawings (including plans of reclamation areas, rock pools and armour units, cross sections, elevations, permanent and temporary structures) shall be submitted to the Manager for certification. The purpose of the certification is to confirm that the design is in general accordance with the information listed in Condition GC.1 and the requirements of the relevant consent conditions.</p> <p>(b) If twenty (20) working days have passed since the detailed designs and drawings have been provided to the Manager under clause (a) above, and</p>

	<p>the consent holder has not received a response from the Manager, the design drawings shall be deemed to be certified.</p> <p>(c) If the Manager(s)' response is that they are not able to certify the detailed design and drawings the consent holder shall request that the Manager(s) provide reasons and recommendations for changes to the design drawings in writing. The consent holder shall consider any of the reasons and recommendation of the Manager(s) and resubmit an amended set of detailed design and drawings to be certified.</p> <p>(d) If the consent holder has not received a response from the Manager within five (5) working days of the date of resubmission under clause (c) above, the detailed design and drawings will be deemed to be certified.</p>
CA.4	<p>The detailed design of permanent works in the CMA shall:</p> <p>(a) Be in general accordance with the information listed in Condition GC.1; and</p> <p>(b) Occur in parallel with development of the CEDMP prepared in accordance with Condition LV.1 and the Ecology Management Plan prepared in accordance with Condition EM.1.</p>
CA.5 ¹⁴	<p>The detailed design of the permanent works in the CMA shall achieve the following outcomes:</p> <p>(a) Enhance public access to and along the coastal edge for pedestrians and cyclists;</p> <p>(b) A varied coastal edge through the use of rock revetment, ūranga, seawalls and groynes;</p> <p>(c) Use of vertical seawalls rather than the rock revetment at shingle beaches;</p> <p>(d) Minimise adverse effects on coastal processes such as water flow patterns, erosion or potential for increased sedimentation;</p> <p>(e) Bird habitat enhancement and provision of bird roosting areas;</p> <p>(f) Design for the effects of climate change including sea level rise; and</p> <p>(g) Design for long-term durability, ease of maintenance access, and to minimise ongoing operation and maintenance requirements.</p>
Ref	Condition
Replenishment of Shingle Beaches	

¹⁴ Condition changed under s127 of the Resource Management Act on 4 April 2022

CA.6

- (a) Beach replenishment shall be undertaken during the construction period at the shingle beaches located along the Project alignment but outside the Project footprint to protect or enhance these areas.
- (b) During detailed design, investigations shall be undertaken by a Suitably Qualified Person in consultation with an ecologist to identify:
 - i. Existing shingle beach material composition (native or weathering revetment) and grain size grading;
 - ii. Beach material supply rates;
 - iii. Stockpile and deposition areas and arrangements;
- (c) The purpose of the investigation is to identify an approximate portion of shingle beach material which is currently being supplied from the weathering revetment and would therefore be lost once the existing revetment is replaced;
- (d) The investigations shall be used to inform the detailed design of the groynes and the location, volume and grading of any beach material, and when and where this material is to be placed; and
- (e) The material to be used for the beach replenishment shall be sourced from areas within the Project footprint or an external source with suitable and compatible sediment properties.

Advice note: the methods to salvage and place beach material during construction are set out in the Coastal Works CEMP (Condition CA.9) and the EMP (Condition EM.6A).

CA.6A	<ul style="list-style-type: none"> (a) Prior to any beach replenishment works, a Beach Nourishment Management Plan (BNMP) shall be prepared. (b) The purpose of the BNMP is to set out the methods for placement of material to protect or enhance the shingle beaches during construction of the Project while avoiding adverse ecological effects. (c) The BNMP shall be prepared by a suitably qualified and experienced coastal processes specialist and ecologist. (d) The BNMP shall be submitted to the Manager for certification at least twenty (20) working days prior to the anticipated start of any beach replenishment works in accordance with the process set out in Condition PC.5. (e) The BNMP shall include: <ul style="list-style-type: none"> i. Details of any lizard salvage operations for areas above MHWS and covering the relevant matters in Condition EM.3 (Herpetofauna); ii. Details of measures to minimise the potential to block stream/culvert outlets with replenishment material; iii. The timing of nourishment outside of the breeding seasons if birds have been reported breeding on the beaches; and iv. The monitoring of beach area and volume (via aerial surveying of beaches or similar suitable technique) to confirm that the deposited material has been suitably redistributed over the beaches before subsequent rounds of nourishment commence.
Coastal Works Construction and Environmental Management Plan	
CA.7	<ul style="list-style-type: none"> (a) Prior to Start of Construction in the CMA, a Coastal Works CEMP shall be prepared. (b) The purpose of the Coastal Works CEMP is to confirm the proposed methodology for works in the CMA and to set out the specific management procedures and construction methods to be undertaken in order to manage potential adverse effects arising from those works. (c) The Coastal Works CEMP shall be submitted to the Manager for certification at least twenty (20) working days prior to the anticipated Start of Construction in the CMA in accordance with the process set out in Condition PC.5.

CA.8	All works in the CMA shall be carried out in accordance with the Coastal Works CEMP and ESCP and any SSESCPs prepared in accordance with Conditions EW.3 and EW.5.
CA.9	<p>In addition to the details required by Condition CC.2, the Coastal Works CEMP shall include the following information:</p> <p>(a) Confirmation of the construction methodology, including:</p> <ul style="list-style-type: none"> (i) The process for demolition and removal of existing structures; (ii) The methods to minimise the discharge of fine sediments to the CMA (e.g. clean material specified at source, floating silt curtains and geotextile fabric); (iii) Identification of all construction access points to the CMA and along the foreshore; (iv) The methods for the salvage and placement of shingle beach material during construction. These shall be consistent with the methods in the EMP required by Condition EM.6B; (v) The methods for the placement of the rock pools and armour units required by Condition EM.15A. (vi) The methods for the pre-construction survey for all remnant beach areas. These shall be consistent with the methods in the EMP required by Condition EM.23. (vii) Details of all temporary structures in the CMA and their associated construction methodology including the expected duration of occupation; (viii) Procedures for the refuelling, maintenance and storage of machinery to avoid discharges of fuels or lubricants to the CMA; (ix) Site clean-up following Completion of Construction; and (x) Linkages to the CNVMP with details of measures to manage noise and vibration; <p>(b) Details of the quantities, sources and physical (textural and geological) and chemical (bulk chemistry and leaching potential) characteristics of fill materials for the Construction Works in the CMA and the method(s) by which these materials will be deposited; and</p> <p>(c) Details of all practicable steps to be taken to minimise disturbance of the CMA during the Construction Works.</p>

CA.10	The Manager shall be notified at least twenty (20) working days prior to the Start of Construction in the CMA.
CA.11	The construction site shall be maintained in good order and any damage and disturbance of the foreshore or seabed caused by plant and equipment during construction shall be remedied as far as practicable.
CA.12	Within forty (40) working days following Completion of Construction in the CMA, all erosion and sediment control measures, construction materials and temporary staging shall be removed from the CMA in accordance with the certified Coastal Works CEMP.
Notification – Harbour Master	
CA.13	At least twenty (20) working days prior to the Start of Construction in the CMA, the Wellington Harbour Master shall be notified in writing of the following: <ul style="list-style-type: none"> (a) Details of any construction activities expected to occur below MHWS that do not involve construction from land; (b) Details of any activities involving offshore construction and disturbance of harbour signs and structures; and (c) The proposed date of Start of Construction in the CMA.
CA.14	The Wellington Harbour Master shall be consulted in regard to any lighting, mile markers or navigational aids required for the temporary and/or permanent structures in the CMA or the removal of any existing navigation infrastructure.
As-Built Plans and Survey – Coastal	
CA.15	Within three months of Completion of Construction in the CMA, a complete set of As-Built Plans shall be provided to the Manager. The As-Built Plans shall include a location plan, a plan which shows the area of coastal occupation, structure dimensions and cross-sections, including the replenished beaches.
CA.16	A survey plan shall be prepared that shows and defines the areas of land that has been reclaimed, including the location and the position of replenished beaches above MHWS and all boundaries in accordance with the requirements of section 245 of the RMA.

Maintenance of Structures

CA.17	The structures permitted to occupy part of the CMA by this consent shall be maintained in good and sound condition, and any repairs and reinstatements that are necessary shall be made, subject to obtaining any necessary resource consents or other approvals, if required.
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Operational stormwater – Honiana Te Puni Reserve (SW)

Ref	Condition
SW.1	The operational stormwater management system for new impervious areas at Honiana Te Puni Reserve shall be designed to achieve an annual average reduction of Total Suspended Solids, of at least 75% and reduce other contaminants from stormwater runoff discharging to the receiving environment.
SW.1A	<p>(a) At least twenty (20) working days prior to the anticipated Start of Construction of new impervious areas at Honiana Te Puni Reserve, design details of the proposed stormwater treatment measures shall be submitted to the Manager for certification.</p> <p>(b) The certification is to confirm that the design is in general accordance with the information specified in Condition SW.1.</p> <p>(c) If twenty (20) working days have passed since the design details have been provided to the Manager under clause (a) above, and the consent holder has not received a response from the Manager, the design details of the proposed stormwater treatment measures shall be deemed to be certified.</p> <p>(d) If the Manager(s)' response is that they are not able to certify the design drawings the consent holder shall request that the Manager(s) provide reasons and recommendations for changes to the design details of the proposed stormwater treatment measures in writing. The consent holder shall consider any of the reasons and recommendation of the Manager(s) and resubmit amended design details to be certified.</p> <p>(e) If the consent holder has not received a response from the Manager within five (5) working days of the date of resubmission under clause (d) above, the design details of the proposed stormwater treatment measures will be deemed to be certified.</p>

SW.2	The stormwater management system shall be operated and maintained to achieve the design performance standard in Condition SW.1 above.
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Drilling (DG)

Ref	Condition
DG.1	Bore log forms for geotechnical investigations shall be submitted to GWRC within 1 month of the physical investigation being completed.
DG.2	The geotechnical investigations shall occur in accordance with drilling standard NZS 4411:2001 Environmental Standard for Drilling of Soil and Rock.