RECOMMENDED CONDITIONS FOR DESIGNATION

Conditions index

Part D – Operational conditions

Posted speed

Annexure A

Table 1: List of sites with PPFs that need to be assessed for Building Modification Mitigation and ventilation/cooling

A designation for the design, construction and operation of the Queenstown Town Centre Arterial (including associated infrastructure, structures, walkways, shared paths and landscaping) as an urban arterial road is confirmed subject to the following conditions:

Definitions

For the purposes of these conditions, the following definitions apply:

Requiring Authority	means Queenstown Lakes District Council
Council	means Queenstown Lakes District Council
Project	means the Queenstown Town Centre Arterial project (including associated infrastructure, structures, walkways, shared paths and landscaping) as described in Schedule 2 of the COVID-19 Recovery (Fast-track Consenting) Act 2020.
Project Stage	means the three stages of the Project. Stage One is from the Frankton Road (SH6A)/Melbourne Street intersection, then circuits the town centre along Melbourne Street, across to Henry Street to the intersection of Henry Street with Gorge Road. Stage Two is from Gorge Road, across Horne Creek to Memorial Street and Man Street. Stage Three is from Man Street, along Thompson Street and down to a new One Mile roundabout at the Fernhill Road / Lake Esplanade / Glenorchy intersection.

Acronyms used

AEE	Assessment of Environmental Effects.
CEMP	Construction Environmental Management Plan.
CLG	Community Liaison Group.
CLMP	Contaminated Land Management Plan.
CNVMP	Construction Noise and Vibration Management Plan.
CTMP	Construction Traffic Management Plan.
ESCP	Erosion and Sediment Control Plan.
KLG	Kaitiaki Liaison Group.
NOR	Notice of Requirement.
NZTA	New Zealand Transport Agency.
ORC	Otago Regional Council.
PPF	Protected Premises and Facilities.
RMA	Resource Management Act 1991 (and all amendments).
TMP	Traffic Management Plan (site/activity specific).
UDLP	Urban Design and Landscape Plan.

Part A - General conditions

Approved plans

1. Except as modified by the conditions below, and subject to final design, the Project shall be carried out in general accordance with the following plans contained in the Notice of Requirement (NOR) documentation formally received by the Environment Protection Authority on the *[insert date]:*

   (a) Land requirement plans in Appendices 4, 5 and 6;

   (b) The Transport Report in Appendix 10 of the AEE;

   (c) The Preliminary Site Investigation Report and Draft Contaminated Land Management Plan (CLMP) in Appendix 13 of the AEE;

   (d) The Stormwater Technical Report in Appendix 16 of the AEE (including proposed stormwater design drawings); and

   (e) The Urban Design Technical Report in Appendix 20 of the AEE (including typical cross sections).

   Copies of this consent documentation must be provided to the Lead Contractor who is to carry out the works authorised by these consents, prior to work commencing.

2. With the exception of the Pedestrian Overbridge referenced in Condition 14, provided that the proposed works are undertaken in general accordance with the plans an outline plan for the Project is not required.

Removal of designation from land surplus to operational requirements following practical completion

3. As soon as practicable following practical completion of the project, the Requiring Authority shall give notice in accordance with Section 182 of the RMA to the Council, for the removal of those parts of the designation that extend beyond the post-construction phase land (as shown in Appendix 6 of the NOR documentation) such that the designation only endures over the post-construction phase land on an ongoing basis.

Conditions that lapse following practical completion

4. This designation shall lapse if not given effect to within 2 years from the date on which the designation is included in the Queenstown Lakes Operative District Plan in accordance with Schedule 6 Clause 37(7) of the COVID-19 Recovery (Fast-track Consenting) Act 2020.

5. Once condition 1 has been implemented, all conditions in Parts A to C shall lapse, leaving just the Part D operational conditions to apply on an enduring basis.

Management Plan Certification Process

6. Conditions 7 to 13 below shall apply to the following Management Plans required by these conditions:
   (a) Construction Environmental Management Plan (CEMP);
   (b) Construction Noise and Vibration Management Plan (CNVMP);
   (c) Construction Traffic Management Plan (CTMP);
   (d) Urban Design and Landscape Plan (UDLP);
   (e) Contaminated Land Management Plan (CLMP); and
   (f) Erosion and Sediment Control Plan (ESCP).

7. All management plans shall be prepared by a suitably qualified and experienced person.

8. All management plans shall be submitted to *[insert relevant person at Council]* to certify compliance and consistency with the applicable requirements and objectives stated in the conditions for each plan. Unless a different time period is stated in the following conditions, the plan shall be submitted at least 20 working days prior to commencement of construction (excluding site investigations and enabling works).

9. If the Requiring Authority has not received a response from the [*insert relevant person at Council*] within 20 working days of submitting a management plan for certification, the Requiring Authority will be deemed to have plan approval.

10. Management plans may be submitted in parts or in stages to address particular activities or to reflect the staged implementation of the project. Management plans submitted shall clearly show the integration with adjacent stages and interrelated activities.

11. Any certified Management Plan may be amended if necessary to reflect any changes in design, construction methods or management of effects. Any amendments are to be discussed with and submitted to *[insert relevant person at Council]* for information, unless those amendments once implemented would result in a materially different outcome to that described in the original plan.

12. Any material changes to a certified management plan shall be submitted to *[insert relevant person at Council]* to certify compliance and consistency with the applicable requirements and objectives stated in the conditions for each plan. Any material change must be consistent with the purpose of the relevant management plan and the requirements of the relevant conditions of this designation.

13. All works shall be carried out in accordance with the certified management plans.

Outline Plan for Pedestrian Overbridge

14. An Outline Plan for the Pedestrian Overbridge (refer Part B Typical Cross Sections, Henry Street to Melbourne Street Link, Plan SK013 – Section 03 , page 15 appended to the Urban Design Report – Queenstown Arterials Technical Report Consent Conditions 30.10.2020 report, dated 28 September 2020, Document Reference 2031 by Landlab in Appendix 20 of the AEE:) shall be prepared in accordance with Section 176A of the RMA. The final form and location of the Pedestrian Overbridge, its connection points to adjacent land or buildings including attached ramps, stairs or lifts, shall be in accordance with the design principles contained in the Appendix 20 Urban Design Report and the following requirements:

    (a) Maintain a minimum height clearance over the road carriageway of 6.5m; and

    (b) Ensure safe and accessible design for bridge users.

Part B – Pre-construction conditions

Communication and Consultation

15. Within 10 working days of confirmation of the designation, the Requiring Authority shall appoint a Project Communications Manager (a role which may be held in conjunction with another position) to implement the Communication and Consultation Plan required by Condition 17 and within 20 working days of confirmation of the designation, the Requiring Authority shall establish a Kaitiaki Liaison Group with Kāi Tahu as required by condition 21 and establish a Community Liaison Group with identified stakeholders as required by condition 26. The Project Communications Manager shall be the main and readily accessible point of contact for the project. The Requiring Authority may appoint a new Project Communications Manager if required but will ensure that someone remains in the role of for the duration of the project.

16. The Project Communications Manager shall maintain a record of all contact received and any actions arising.

Communication and Consultation Plan

17. A Communication and Consultation Plan (CCP) shall be prepared for the purpose of setting out a framework to:

    (a) Inform the community of likely commencement of construction works, project progress, and any proposed staging of works;
    (b) Foster good community relationships and provide opportunities for learning about the project; and
    (c) Provide for public and stakeholder engagement over the closure of the Memorial Hall and options for the relocation of services and activities from the Hall to alternative facilities.

18. The CCP shall include:

    (a) A communications framework that details the Requiring Authority's communication strategies, the accountabilities and timeframes for responding to inquiries and complaints, frequency of communications and consultation, the range of communication and consultation methods to be used and any other relevant communication matters;
    (b) The Project Communications Manager's contact details (phone, email and postal address). These details shall also be available on Council's website;
    (c) Identification of persons who will be consulted and communicated with; and
    (d) Measures to receive, record and respond (if necessary) to feedback.

19. The CCP shall be submitted to the *[insert relevant person at Council]*, within six months of the designation being included in the District Plan and then implemented until the project's practical completion.

20. The CCP shall be updated within one month of the award of the Construction Contract(s) at which time additional communication points of contact and responsibilities shall be assigned.

Kaitiaki Liaison Group

21. Within 20 working days of the confirmation of the designation the Requiring Authority shall establish a Kaitiaki Liaison Group (KLG) to provide opportunities for Kāi Tahu to exercise kaitiakitanga by participating in processes relating to the design and construction of the Project. The role of the KLG will conclude with the completion of all construction works.

22. The frequency at which the KLG meets and the format or nature of the meetings shall be monthly unless agreed otherwise between the Requiring Authority and Kāi Tahu.

23. The Requiring Authority must meet the reasonable administrative costs of the KLG meetings (e.g. meeting invitations; meeting venue; preparation of meeting minutes).

24. The role of the KLG is to facilitate consultation about, and enable Kāi Tahu to provide input as kaitiaki to :

    a) Developing practical measures to give effect to the principles in the Urban Design and Landscaping Plan;
    b) The design of and materials selected for structures and features;
    c) The preparation of the CEMP, CTMP, CNVMP, UDLP, CLMP and ESCP;
    d) Cultural heritage and archaeological applications and treatment;
    e) Designing the monitoring programmes;
    f) Designing accidental discovery protocols; and
    g) The results of monitoring and any matters that may arise as a result of the monitoring.

25. The KLG may provide written advice to the Requiring Authority in relation to any of the above matters. The Requiring Authority must consider this advice and the means by which any suggestions are incorporated in the Project.

Community Liaison Group

26. Within 20 working days of the confirmation of the designation, the Requiring Authority shall establish a Community Liaison Group (CLG) for the Project.

27. The members of the CLG will include representative(s) of the Requiring Authority and shall be open to the owners and occupiers of land adjacent to the Project for each of the three Project stages.

28. The objectives of the CLG are to:

    a) Provide a means for all parties to give and receive regular updates on progress with each Project stage;
    b) Provide a regular forum through which information about the Project can be provided to directly affected parties;
    c) Provide a process for identifying and implementing potential site specific mitigation measures;
    d) Enable opportunities for concerns and issues to be reported to and responded to by the Requiring Authority; and
    e) Provide feedback on the development of the CEMP, CTMP, CNVMP, UDLP, and CLMP and ESCP as it relates to each stage of the Project.

29. The Requiring Authority shall:

    a) Consult with the CLG on the development and content of the CEMP, CTMP, CNVP, UDLP, CLMP and ESCP to the extent required in the applicable conditions;
    b) The frequency at which the CLG meets and the format or nature of the meetings shall be monthly unless agreed otherwise between the Consent Holder and CLG formed for each stage of the Project;
    c) Provide reasonable administrative support to the CLG including:
        i) As agreed with the CLG,organising meetings at a local venue;
        ii) Inviting all members of the CLG;
        iii) Distributing an agenda no less than ten working days prior to meetings; and
        iv) Taking and disseminating meeting minutes;
    d) Provide an update at least every two months (or as otherwise agreed by the CLG) during construction of the Project on compliance with conditions.

30. The CLG shall continue until the completion of construction works on the three stages of the Project.

Consultation with network utility operators

31. During the design phase of the project, the Requiring Authority shall give reasonable notice and make all reasonable endeavours to:

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

Construction Environmental Management Plan

32. The Requiring Authority shall prepare a Construction Environmental Management Plan (CEMP) for the infrastructure construction works. At least10 working days prior to the commencement of construction the Requiring Authority shall submit the CEMP to the *[insert relevant person from Council]* for certification that the CEMP gives effect to the objectives in Condition 33 and complies with the requirements in Conditions 34 and 35.

33. The objectives of the CEMP are to:

    a) Set out the management procedures and construction methods to be adopted to avoid, remedy or mitigate potential adverse effects arising from construction activities, excluding site investigations enabling works; and

    b) Give effect to the objectives in the management plans listed in Condition 34.

34. The CEMP may either incorporate, or refer to, the following management plans required by these conditions and shall demonstrate how they will be jointly implemented to achieve integrated management of construction effects:

    (a) Construction Noise and Vibration Management Plan (CNVMP)
    (b) Construction Traffic Management Plan (CTMP)
    (c) Contaminated Land Management Plan (CLMP)
    (d) Erosion and Sediment Control Plan (ESCP)

35. The CEMP shall be prepared in accordance with the NZ Transport Agency's Guideline for preparing Environmental and Social Management Plans (dated April 2014) and include:

    (a) Confirmation of the proposed staging and sequence of construction;
    (b) An outline construction programme;
    (c) The proposed hours of work;
    (d) Measures to be adopted to maintain the land affected by the works in a tidy condition in terms of disposal / storage of rubbish, storage and unloading of construction materials and similar construction activities;
    (e) Location of construction site infrastructure including site offices, site amenities, contractors' yard access, equipment unloading and storage areas, contractor car parking and security;
    (f) Means of providing for the health and safety of the general public;
    (g) Proposed temporary or permanent fencing or other structures along the boundary of the designation with adjacent sites in order to delineate site boundaries, maintain site security, prevent unauthorised access, ensure the safe and practical operation of adjacent sites, and to avoid intrusion of construction works beyond the designated land;
    (h) Procedures for the refuelling of plant and equipment;
    (i) Measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up;
    (j) Procedures for the maintenance of machinery to avoid discharges of fuels or lubricants to watercourses or Lake Wakatipu, either directly or via the stormwater network;
    (k) Procedures for incident management;
    (l) Procedures for managing flows from significant rainfall events (greater than 20-year average recurrence interval) where high velocity flows may be conveyed down the steeper streets and overland flow paths towards the site. The Council's latest flood modelling reports shall be referred to devising these procedures; and
    (m) Environmental awareness training procedures for staff involved in earthworks and works in watercourses, including in relation to effective erosion and sediment control measures, the values/sensitivity of the receiving environment and the objectives for bridge and culvert designs, including any fish passage devices.

Construction Noise and Vibration Management Plan

36. The Requiring Authority shall prepare a Construction Noise and Vibration Management Plan (CNVMP). At least 5 working days prior to the commencement of construction the Requiring Authority shall submit the CNVMP to the *[insert relevant person from Council]* for certification that the CNVMP gives effect to the objectives in Condition 37.

37. The objectives of the CVNMP are to:

(a) Identify how conditions 71 and 72 will be met; and
(b) Provide a framework for the development and implementation of the Best Practicable Option ('BPO') for the management of all construction noise and vibration effects;
(c) Define the procedures to be followed when the noise and vibration standards in conditions 71 and 72 are not met following the adoption of the BPO;
(d) Set out the methods for scheduling works to minimise disruption; and
(e) Ensure engagement with affected receivers and the timely management of complaints

38. The CNVMP shall at a minimum include the information required by Annex E2 of NZS 6803:1999. The term 'noise' in that document shall be interpreted as 'noise and vibration'.

39. A draft version of the CNVMP shall be provided to the KLG and CLG, and a period of at least 10 working days shall be allowed for comments and consultation. The final version of the CNVMP shall set out how any issues raised by the KLG and CLG have been incorporated, and where they have not, outline the reasons why.

Noise mitigation for certain Protected Premises and Facilities (PPFs)

40. For the purposes of the following conditions:

(a) NZ 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads ("NZS 6806");
(b) Habitable Space – has the same meaning as in NZS 6806;
(c) PPFs – means Protected Premises and Facilities and has the same meaning as NZS 6806.

Ventilation/Cooling

41. Prior to the start of construction works, the Requiring Authority must identify each individual PPF that falls into Category C of NZS 6806. The Requiring Authority must write to the owner of each PPF in Category C on the sites identified in Table 1 attached to these conditions as Annexure A requesting entry to assess the ventilation and cooling provisions for the Habitable Spaces facing the road. Where affected Habitable Spaces do not already have alternative means of ventilation, the Requiring Authority shall offer to install a ventilation system to meet, as a minimum, the requirements of Clause G4 (Ventilation) of the New Zealand Building Code. In addition, where there is currently no form of comfort cooling (e.g. a heat pump), the Requiring Authority shall offer to install a system such that cooling is controllable by the occupant and can maintain the temperature within the habitable space at no greater than 25°C. The Requiring Authority's offer shall advise that the offer remains open for three months. If the offer is accepted then the Requiring Authority shall install the ventilation / cooling systems in a reasonable and practical timeframe agreed between the Requiring Authority and the owner and prior to the completion of the Project.

42. For each PPF in Category C on the sites identified in Table 1 in Annexure A, Condition 41 is satisfied if:

(a) A suitably qualified and experienced person employed or engaged by the Requiring Authority has visited and assessed the PPF and determined that no ventilation and/or cooling system is required; or
(b) The owner did not agree to entry within one month of the date of a Requiring Authority letter seeking entry for assessment purposes (including where the owner did not respond within that period); or
(c) The owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant) and the matter of entry remains unresolved one month after advising the owner of the situation; or
(d) The owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project; or
(e) The building owner did not accept the Requiring Authority's offer to implement Building-Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with Condition 41 (including where the owner did not respond within that period).

If any of (b) to (e) above applies to a PPF identified under condition 41, the Requiring Authority is not required to implement ventilation and/or cooling systems to that PPF.

Construction Traffic Management Plan

43. The Requiring Authority shall prepare a Construction Traffic Management Plan (CTMP) for each stage of the Project. At least 20 working days prior to the commencement of construction of each stage of the Project the Requiring Authority shall submit the CTMP to the *[insert relevant person from Council]* for certification that the CTMP gives effect to the objectives in Condition 44.

44. The objectives of the CTMP are to:

(a) Ensure the requirements of relevant Act, Regulations, Bylaws and consent conditions in relation to construction traffic are adhered to;
(b) Support a culture of road safety awareness and commitment;
(c) Ensure best practice in transport safety to protect public safety, including the safe passage of pedestrians and cyclists;
(d) Ensure emergency service are not obstructed;
(e) Minimise disruption to the surrounding community by minimising delays to road users, pedestrians and cyclists, and particularly public transport at all times; and
(f) Inform the public about any potential impacts on the road network.

45. The CTMP shall:

(a) Identify how Condition 44 will be achieved;
(b) Where road capacity may be significantly affected by temporary traffic management, identify potential effects of the capacity reduction, and proposed measures to minimise delays. Traffic Impact Assessment (with possible inclusion of traffic modelling) may be required, particularly where the arterial network is affected;
(c) Include measures to avoid road closures and restrictions on vehicle, bus, cycle and pedestrian movements wherever possible;
(d) Identify site access routes and access points for heavy vehicles;
(e) Identify possible temporary changes to bus routes and bus stops, whether these can be safely accommodated on the relevant roads and the considerations to maintain service to key destinations and minimise levels of service reduction;
(f) Where road closures or restrictions cannot reasonably be avoided, the particular vulnerabilities and sensitivities of pedestrian diversions and reduced conditions shall be taken into account in the planning of any closures or restrictions;
(g) Outline when on-street parking will be removed and how special parking will be provided for during construction. (e.g St Josephs School drop off and pick-up parking on Melbourne Street). and
(h) Identify any changes required to Over Dimension and Over Weight routes and how impacts on these routes, including alternate diversion routes, will be managed during construction so as to minimise the impact of any changes (both temporary and permanent) on Over Dimension and Overweight vehicles.
(i) Be consistent with the version of the NZ Transport Agency Code of Practice for Temporary Traffic Management that applies at the time the CTMP is prepared.

46. At least 20 working days prior to commencement of construction works the Requiring Authority shall provide a draft of the CTMP to the New Zealand Transport Agency for comment. The CTMP shall summarise the input and comments from the New Zealand Transport Agency, describe how this has been incorporated and, where any input has not been incorporated, set out the reason why. Any amendments to the CTMP shall be prepared in consultation with the New Zealand Transport Agency prior to submission in accordance with Condition 8.

Erosion and Sediment Control Plan

47. The Requiring Authority shall engage a suitably qualified and experienced person to prepare an Erosion and Sediment Control Plan. At least 20 working days prior to the commencement of earthworks for each stage of the Project (excluding site investigations and enabling works) the Requiring Authority shall submit the ESCP to the *[insert relevant person at Council]* for certification that the ESCP gives effect to the objective in Condition 49 and complies with the requirements in Conditions 50 and 51.

48. When submitting the ESCP under Condition 47 the Requiring Authority shall also circulate the plan to the Otago Regional Council and any feedback received from ORC requesting changes shall be included with the final submission of the ESCP under Condition 47.

49. The objective of the ESCP is to set out the measures to be implemented during construction to minimise erosion and the discharge of sediment beyond the boundaries of the site.

50. Earthworks designs and the ESCP shall be prepared in accordance with the NZTA Guideline *Erosion and Sediment Control Guideline for State Highway Infrastructure – Construction Stormwater Management* (New Zealand Transport Agency, September 2018) and, to the extent relevant in Queenstown, with *Erosion and Sediment Control Guide for Land Disturbing Activities in the Auckland Region* (Guidance Document GD 2016/005, Auckland Council, June 2016) and shall achieve the following outcomes:

(a) Batter slopes and road alignments appropriate to the location's soil types and geology.
(b) Minimisation of the potential for sediment generation and runoff.

(c) Maintenance of water quality in streams and Lake Wakatipu.
(d) Effective dust control
(e) Stable final surfaces suitable for rehabilitation and planting.

51. Unless agreed otherwise with the *[insert relevant person at Council],* the ESCP shall include, but not be limited to, the following information as appropriate to the scale, location and type of earthworks:

(a) Contour information at suitable intervals;
(b) Erosion and sediment controls including specific design (location, dimensions, capacity);
(c) Details of measures to control sediment runoff, dust and the removal of soil, debris and demolition and construction materials from public roads or places, including wheel wash for construction vehicles at site exit points. Dust mitigation measures should include use of water sprays to control dust nuisance on dry or windy days.
(d) Supporting calculations and design drawings;
(e) Catchment boundaries for the sediment controls;
(f) Discharge locations for each catchment/sediment control device.
(g) Location of the works, and cut and fill operations;
(h) Details of measures for managing any contaminated land identified in the CLMP;
(i) Details of construction methods to be employed, including timing and duration;
(j) A programme for managing and limiting exposed areas of soil, including progressive stabilisation considerations;
(k) Identification of the suitably qualified or experienced persons to manage the erosion and sediment controls;
(l) Identification of the persons who have clearly defined roles and responsibilities to monitor compliance with the ESCP;
(m) Details of the chain of responsibility for managing erosion and sediment controls and details of responsible personnel;
(n) Details on the monitoring methodology that will be employed to confirm sediment control devices meet the outcomes and standards specified in Condition 50;
(o) Maintenance requirements; and
(p) Procedures for monitoring rainfall, heavy rainfall alerts and actions depending on the alert level (rainfall depth predicted).

Stormwater Management Design

52. The Requiring Authority shall ensure that the stormwater management design, where practicable, gives effect to the following general principles to acknowledge and include mātauranga Māori:

(a) The use of permeable surfaces including open bottom culverts and channels;
(b) The use of open channels, with riparian planting and naturalised shape (cross-section and sinuosity);
(c) The use of soakage to discharge stormwater to ground to avoid or minimise the discharge to surface water;
(d) The creation, enhancement and protection of instream habitat;
(e) The use of native planting, including the ecological restoration planting required under Condition 59; and
(f) Prioritising avoidance of direct discharges to water.

Urban Design and Landscape Plan

53. The Requiring Authority shall prepare an Urban Design and Landscape Plan (UDLP). The UDLP shall be prepared in consultation with:

(a) The CLG;
(b) Heritage New Zealand Pouhere Taonga;
(c) Kāi Tahu via the KLG; and
(d) Queenstown Lakes District Council Parks and Reserves team.

54. The objectives of the UDLP are to:

(a) Integrate the project's permanent works into the surrounding landscape and urban context and to illustrate the urban and landscape design elements of the project;
(b) Outline the requirements for the project's permanent landscape mitigation works; and
(c) Outline the maintenance and monitoring requirements for planting undertaken as part of the ULDP.

55. A UDLP is not required for enabling works and site investigations.

56. The UDLP shall be prepared in general accordance with the following (or equivalent update):

(a) NZ Transport Agency's Urban Design Guidelines: Bridging the Gap (2013); and
(b) NZ Transport Agency Landscape Guidelines (final draft dated 2014); and NZ Transport Agency's P39 Standard Specification for Highway Landscape Treatments, 2013.

57. The UDLP shall include:

(a) Statement of key design principles and outcomes sought.
(b) Description and illustration of the overall urban and landscape design concept.
(c) Developed design details for the urban and landscape design features. These shall cover:
    i) Roadside furniture – elements such as lighting, sign gantries and signage, guard rails, fences and median barriers;
    ii) Architecture and landscape treatment of all major structures, including Horne Creek and One Mile Creek crossings, underpasses and retaining walls;
    iii) Land use re-instatement following construction;
    iv) Landscape treatment of riparian edges and swales;
    v) Integration of passenger transport facilities;
    vi) Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses;
    vii) Features for the purpose of identifying and interpreting cultural heritage, built heritage, archaeology, geological heritage and ecology in the project area. The design shall build on existing cultural and design narratives developed for Tāhuna/Queenstown as contained within the Tāhuna Streetscapes Cultural Design Strategy (LandLAB, 12 September 2019);
    viii) Road design edge treatment and relationship with adjacent properties and reserves; and
    ix) Consideration of:
        - Crime Prevention Through Environmental Design (CPTED) principles;
        - Safety in Design (SID) requirements;
        - Maintenance requirements and anti-graffiti measures; and
        - Protected heritage sites, structures or features, as identified in the Queenstown Lakes Operative and Proposed District Plans.

58. The developed design details required by Condition 57(c) shall ensure that the following mitigation requirements are addressed in the locations specified below:

<u>Stage 1</u>

(a) Melbourne Street
    i) Retaining structures, walls, stairs and ramps are to be safe, high quality and integrated with the overall design of the arterial project, with materiality and scale that relates to the surrounding residential environment;
    ii) Maintain adequate footpath widths and pedestrian amenity to minimise severance of the pedestrian corridor through the town centre.

<u>Stage 2</u>

(b) Queenstown Recreation Ground
    i) Provide a visually appropriate transition between the street and the reserve by avoiding the placement of large retaining wall structures;

(c) Horne Creek
    i) The bridge structure shall be designed to minimise effects on Horne Creek;
    ii) A pedestrian and cycling underpass, or other appropriate link, shall be included between the Recreation Ground and Henry Street via the creek alignment to enable safe pedestrian and cycling access between the town centre and Recreation Ground.

<u>Stage 3</u>

(d) One Mile Creek:
    i) The structures shall be designed to minimise effects on One Mile Creek.

(e) One Mile Roundabout:
    i) The design shall enable a continuous walking and cycling path connecting Lake Esplanade and the Queenstown-Glenorchy Road along the lakefront;
    ii) The design shall enable walking and cycling access between the Ben Lomond Track and the proposed One Mile Walkway and the Lake Esplanade walkway;

iii) Provide landscaping and trees that provide visual mitigation between the lake and continues the existing character of the Lakefront Esplanade and the site when viewed from the Lake;
iv) Landscaping of the existing carpark to provide for a new lake edge open space with amenity for recreation and lake access such as seating, BBQ areas and play ground;
v) Soft landscaping of the embankment and new cut/fill embankments consistent with the existing landscape character of the hill side between Thompson Street and Lakefront Avenue; and
vi) Ensure pedestrian connectivity along the portions of Fernhill Road and Glenorchy-Queenstown Roads affected by the works.

(f) Lake Esplanade
i) Provide high quality landscaping to the street and Lake edge open spaces that provides visual continuity.

Planting and ecology components of Urban Design and Landscape Plan

59. The UDLP shall include:

(a) Identification of vegetation to be retained (including protected trees), protection measures, and planting to be established along cleared edges;
(b) A planting palette that reflects Queenstown's unique ecology and vegetation and details of the sourcing of native plants. Any planting using native plants shall use plants genetically sourced from the Shotover Ecological District where possible or otherwise shall use plants that have been genetically sourced from within the Lakes Ecological Region;
(c) Proposed planting including plant species, plant/grass mixes, spacing/densities, sizes (at the time of planting) and layout and planting methods including trials;
(d) Planting programme – the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of construction works in each stage of the project, including ongoing maintenance for a period of not less than 3 years and;
(e) Detailed specifications for landscape planting relating to (but not limited to):
i) Weed control and clearance;
ii) Pest animal management;
iii) Ground preparation (topsoiling and decompaction);
iv) Mulching; and
v) Plant sourcing and planting, including hydroseeding and grassing;

Vegetation clearance and restoration planting

60. Ecological restoration plantings are to be established within the vicinity of the new One Mile roundabout no later than 1 year following the completion of construction works. A suitably qualified ecologist is to prepare a restoration management plan for Stage 3 within 20 working days after the final design has been completed to ensure that an area of indigenous vegetation greater than that removed (2,821 m^2) is planted in species that will facilitate the area to be restored to beech forest.

61. Prior to any vegetation clearance occurring within Stage 3, if relevant based on the time of the year the works are to occur, the area is to be checked for any avifaunal nesting or breeding activity (undertaken by a suitably qualified ecologist or ornithologist). Any subsequent recommendations to protect avifaunal nesting or breeding activity of this survey are to be adhered to.

62. The Requiring Authority shall undertake on-going monitoring and eradication of woody weed species which may establish within the plantings and across the designated area. These control measures could include a combination of spraying and hand pulling depending on the species. Target species will include, but not be limited to broom and Douglas fir.

Archaeology

63. An Accidental Discovery Protocol shall be prepared for any accidental archaeological discoveries that occur during construction works. The Accidental Discovery Protocol shall be consistent with the New Zealand Transport Agency's P45 Accidental Discovery Protocol Standard, modified to reflect the specific project detail, and shall be prepared in consultation with Kāi Tahu. The Requiring Authority shall ensure Kāi Tahu has a minimum of 20 working days to provide comment on the protocol.

64. An archaeological authority shall be applied for to cover works that will/may affect archaeological features at sites E41/297 and E41/304.

65. The archaeological site E41/228 should be surveyed by an archaeologist during the Project planning stage that determines the location of the road in order to properly establish its extent. If it is established that parts of this site will be affected by the Project, then those parts shall be fenced and excluded from works.

66. Once surveyed, the extent of the archaeological features at E41/228 shall be marked on the ground by an archaeologist to ensure they are not damaged by the Project works.

Relocation of Heritage Tree

67. Prior to the commencement of Stage 1 construction works in the vicinity of the Ballarat and Henry Streets corner, the Requiring Authority shall remove and transplant the heritage Elm tree (Tree Ref. 199, Schedule of Protected Trees in Chapter 32 of the Proposed District Plan (Part Five) Decision Version Sep 2020) to an alternative location in the Queenstown Lakes district. The methodology to ensure a successful transplant of the Elm tree, the determination of the alternative location, and the implementation of all relocation works shall be to the satisfaction of the *[insert relevant person in Council]*.

Contaminated Land Management Plan

68. Prior to excavation in areas of potentially contaminated land, a Contaminated Land Management Plan (CLMP) shall be prepared to detail the measures to manage health, safety, and environmental risk associated with works in contaminated material during construction.

69. The CLMP shall include :

(a) The measures to be undertaken in the handling, storage and disposal of all contaminated material excavated during construction works;
(b) The soil validation testing that will be undertaken;
(c) The soil verification testing that will be undertaken to determine the nature of any contamination in excavated spoil and the potential reuse or disposal options for that spoil;
(d) Measures to be undertaken in the event of unexpected contamination being identified during construction activities, including measures to:
    i) Assist with identification of unknown contaminated material;
    ii) Stop work or isolate the area once any such material is identified;
(e) The measures to be undertaken to manage contaminated land to:
    i) Protect the health and safety of workers and the public;
    ii) Control stormwater run-on and run-off;
    iii) Remove or manage any contaminated soil.

Confirmed plan for relocation of activities using Memorial Hall prior to any demolition

70. Construction work may not demolish Memorial Hall or associated structures until the requiring authority has:

(a) Consulted users of the Memorial Hall regarding its proposed demolition (such consultation to be additional to consultation that has been undertaken through other processes prior to this notice of requirement); and
(b) Considered all feedback; and
(c) Confirmed a timeframe, funding and programme for the construction of new facilities to perform the functions currently undertaken at Memorial Hall and associated buildings (including clubrooms for the Wakatipu Rugby Club, squash facilities, community meeting rooms and performing arts facilities), including relocation or replacement of the existing war memorial feature affixed to the wall of the Centre.

Part C – Construction conditions

Construction Noise Standards

71. Noise from construction activity shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall as far as practicable comply with the following noise standards:

(a) Residential receivers, including hotels, motels and educational facilities:

	Time	dB $L_{Aeq(T)}$	dB L_{Amax}
Weekdays	0630-0730	55	75
	0730-1800	70	85
	1800-2000	65	80
	2000-0630	45	75
Saturdays	0630-0730	45	75
	0730-1800	70	85
	1800-2000	45	75
	2000-0630	45	75
Sundays and Public Holidays	0630-0730	45	75
	0730-1800	55	85
	1800-2000	45	75
	2000-0630	45	75

(b) Industrial and commercial receivers

Time	dB $L_{Aeq(T)}$
0730-1800	70
1800-0730	75

Construction Vibration Standards

72. Vibration from construction activities that may affect people and buildings shall be measured in accordance with ISO 4866:2010 and as far as practicable shall comply with the following criteria:

		Guideline values for velocity, v_i, in mm/s PPV				
		Short term (transient) vibration				*Long term (continuous) vibration*
		Vibration at the foundation at a frequency of			*Vibration at horizontal plane of highest floor, at all frequencies*	*Vibration in horizontal plane of highest floor, at all frequencies*
Line	*Type of structure*	*1 Hz to 10 Hz*	*10 Hz to 50 Hz*	*50 Hz to 100 Hz**		
1	*Buildings used for commercial purposes, industrial buildings, and buildings of similar design*	*20*	*20 to 40*	*40 to 50*	*40*	*10*
2	*Dwellings and buildings of similar design and/or occupancy*	*5*	*5 to 15*	*15 to 20*	*15*	*5*
3	*Structures that, because of their particular sensitivity to vibration, cannot be classified under lines 1 and 2 and are of great intrinsic value (e.g. listed buildings under preservation order)*	*3*	*3 to 8*	*8 to 10*	*8*	*2.5*

**At frequencies above 100 Hz, the values given in this column may be used as minimum values."*

73. If measured or predicted vibration levels exceed the criteria in condition 72 above, then a suitably qualified and experienced expert shall be engaged to assess and manage construction vibration to comply with the criteria as far as is practicable. Prior to the works to be undertaken that are predicted to exceed the criteria, with the written agreement of the building owner a building condition survey shall be undertaken at each of the buildings where exceedance of the criteria is predicted. Monitoring of vibration levels at those buildings shall be undertaken by a suitably qualified and experienced expert to identify, assess and manage any vibration effects on those buildings. Following completion of

the vibration inducing works, another building condition survey shall be undertaken to determine if any damage has been caused, and if this is shown to have occurred, this damage shall be repaired at the Requiring Authority's cost.

74. Should the building owner decline to give their written agreement for the Requiring Authority to enter the property and undertake a building condition survey, then the Requiring Authority is not required to undertake this assessment.

Site/Activity Specific Traffic Management Plan

75. Prior to commencing works on a Project stage (other than site investigations and enabling works) the Requiring Authority shall prepare Site/activity Specific Traffic Management Plan (TMPs) for the works occurring in that Project stage. The TMPs shall be prepared where any construction activity varies the normal traffic conditions of any public road. The TMPs shall be consistent with the version of the NZ Transport Agency Code of Practice for Temporary Traffic Management that applies at the time the TMP is prepared. The TMPs shall be prepared by a suitably qualified Level 2/3 Site Traffic Management Supervisor and shall include any responses received following consultation with the following (as relevant):

    (i) Public transport providers (where public transport services will be affected);
    (ii) Emergency services (police, fire and ambulance)
    (iii) The CLG; and
    (iv) Directly affected property and business owners and operators.

76. The objective of the TMP is to identify specific construction methods to address the particular circumstances, local traffic and community travel demands within the area covered by the TMP.

77. The TMP shall describe the measures that will be taken to manage the traffic effects associated with construction works within the area covered by the TMP. In particular the TMP shall describe:

    (i) Temporary traffic management measures required to manage impacts on road users during proposed working hours;
    (ii) Temporary effects on on-street parking and proposed measures to minimise those effects;
    (iii) Delay calculations associated with the proposed closure/s and detour routes;
    (iv) The capacity of any proposed detour route(s) and their ability to carry the additional traffic volumes and any known individual traffic management plans for intersections of the project with arterial and collector roads;
    (v) Measures to maintain, subject to health and safety requirements, existing vehicular access to adjacent properties and businesses to accommodate the types of vehicles normally accessing the site during normal working hours for that site unless alternative access arrangements are agreed;
    (vi) Measures to minimise the temporary effects of construction works on on-site parking on directly affected properties and opportunities to provide alternative temporary parking where practicable to do so;
    (vii) Measures to maintain, where practicable, safe and clearly identified pedestrian and cyclist access on roads and footpaths. Where detours are necessary to provide such access the Requiring Authority shall provide, as far as practicable, the shortest and most convenient detours;
    (viii) Consideration of over dimension and overweight routes including any feedback received from established organisations representing the freight industry;
    (ix) Any proposed temporary changes in speed limit;
    (x) Provision for safe and efficient access of construction vehicles to and from construction site(s);
    (xi) The measures that will be undertaken by the Requiring Authority to communicate traffic management measures to affected road users, cyclists and pedestrians and other stakeholders; and
    (xii) The measures that will be undertaken by the Requiring Authority (e.g. instructions to contractors) to restrict heavy vehicles using residential streets; and
    (xiii) The consultation undertaken with affected properties owners/occupiers and the CLG in relation to proposed temporary traffic management and measures that will be undertaken to address issues raised.

78. Where changes are made to an approved TMP, the Requiring Authority shall consult the parties in Condition 75, prior to submitting the amended TMP to the *[insert relevant person]* for approval. The amended TMP shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.

79. The TMP(s) shall be consistent with the version of the NZ Transport Agency Code of Practice for Temporary Traffic Management that applies at the time the TMP is prepared.

80. The Requiring Authority shall implement each TMP for the duration of the construction works to which the particular TMP applies.

Rock removal / No blasting

81. There shall be no blasting.

Road surface

82. The road surface shall be constructed and maintained as an asphaltic mix or equivalent.

Planting

83. Planting shall be implemented and maintained for a period of not less than 3 years:

    (a) As soon as areas become available for planting due to the progress of the works and seasonal conditions; and/or
    (b) Within twelve months of practical completion, unless the seasonal timing of works makes some planting impracticable, in which case such planting shall be completed no later than twenty four months after practical completion

Archaeology

84. The Accidental Discovery Protocol prepared in accordance with condition 63 shall be implemented throughout the construction works.

85. A suitably qualified and experienced archaeologist shall be appointed as part of the Project ('Project Archaeologist'). The role of the Project Archaeologist will be to:

    (a) Provide a contractors' briefing;
    (b) Identify specific areas of archaeological risk (if any);
    (c) Oversee earthworks at areas identified at (b) above;
    (d) Advise on statutory requirements if archaeological (historic heritage) sites are exposed unexpectedly during earthworks; and
    (e) Undertake any required recording and reporting associated with the discovery of any unrecorded archaeological (historic heritage) sites.

86. A contractors' briefing shall be provided to all contractors by the Project Archaeologist prior to the commencement of site works. The briefing shall provide information to the contractors regarding:

    (a) What constitutes archaeological / historic heritage materials;
    (b) The legal requirements relating to unanticipated archaeological discoveries;
    (c) The appropriate procedures to follow if archaeological or historic heritage materials are uncovered when the Project Archaeologist is not on site to safeguard the materials; and
    (d) The contact information of the relevant agencies (including the Project Archaeologist, the Council (Heritage Unit), Heritage New Zealand (Pouhere Taonga) and mana whenua.

87. Documentation demonstrating that the contractor briefing has occurred shall be forwarded to the Council.

88. Should any unrecorded historic heritage sites (i.e. sites that meet the RMA definition of 'historic heritage') be exposed then these sites shall be recorded by the Project Archaeologist and Kāi Tahu notified when Kāi Tahu heritage is exposed. Electronic copies of all historic heritage reports relating to historic heritage investigations (e.g. evaluation, excavation and monitoring etc.) shall be submitted by the Project Archaeologist to the Council, Kāi Tahu and Heritage New Zealand (Pouhere Taonga) within 12 months of the completion of on-site earthworks.

Construction and operation of erosion and sediment controls

89. All erosion and sediment controls shall be in place prior to works commencing.

90. During construction the Requiring Authority shall take all practicable measures to minimise erosion and prevent the discharge of sediment beyond the boundaries of the site in order to achieve the objective in condition 49.

91. No stormwater from any HAIL sites shall be discharged to the erosion and sediment control system, stormwater network, streams or lake without suitable controls in place as required by the CLMP.

Inspection and monitoring of erosion and sediment controls

92. There shall be no deposition of earth, mud or other debris on any road, driveways or footpath beyond the boundary of the site. In the event that such deposition does occur, it shall immediately (within 24 hours at the latest) be removed.

Roads or footpaths shall not be washed down with water without appropriate erosion and sediment control measures in place to prevent contamination of the stormwater drainage system, watercourses or receiving waters.

93. The Requiring Authority shall inspect sediment and erosion controls on a weekly basis and, additionally, prior to any rainfall event predicted to generate more than 5mm rainfall, and within 24 hours following each such rainfall event. Any maintenance required as a result of inspections shall be undertaken within 24 hours (unless unsafe to do so, in which event maintenance will be undertaken at the earliest safe opportunity).

94. The Requiring Authority shall carry out monitoring in accordance with the ESCP and shall keep records, which shall be made available to Council on request, detailing:

(a) The days and times when monitoring was undertaken;
(b) The sites, and erosion and sediment controls that were inspected;
(c) The erosion and sediment controls that required maintenance;
(d) The day and time when the maintenance was completed; and
(e) Areas of non-compliance (if any) with the erosion and sediment control plan and the reasons for the non-compliance.

Stabilisation and decommissioning of erosion and sediment controls

95. The site shall be stabilised against erosion as soon as practicable, and in a progressive manner, as earthworks are finished over various areas of the site. Areas of bulk earthworks not actively worked for a period of two weeks shall be stabilised until such time as further earthworks occur in a specific area.

96. Upon completion or abandonment of earthworks on the project site all areas of bare earth shall be permanently stabilised using grass or other landscaping features (in accordance with the approved UDLP) to minimise erosion.

Soil testing

97. All sampling and testing of contamination on the site shall be overseen by a suitably qualified and experienced person. All sampling shall be undertaken in accordance with Contaminated Land Management Guidelines No. 5 Site Investigation and Analysis of Soils (Revised 2011).

98. Excess soil or waste materials removed from the subject site shall be deposited at a disposal site that is authorised to accept the relevant level of contamination.

99. Where contaminants are identified that have not been anticipated by the CLMP, works in the area containing the unexpected contamination shall cease until the contingency measures outlined in the approved CLMP have been implemented, and the discovery and contingency measures undertaken have been notified to *[relevant person at Council].*

100. Separate erosion and sediment control measures shall be constructed to contain and manage any runoff from contaminated soils. This runoff shall be discharged to the sewer network or via sucker truck at a rate/volume and quality as approved by Council.

Stormwater

101. To prevent the discharge of sediment to the stormwater network, streams and lake, permanent stormwater management systems and devices must be fully operational, permanent site works complete and exposed areas of soil stabilised or landscaped, prior to erosion and sediment control measures being decommissioned.

102. No stormwater shall be discharged to any permanent management devices (treatment devices) until the site is fully stabilised against erosion.

Part D – Operational conditions

Posted speed

103. The posted speed limit shall not exceed 40 km/h.

Annexure A

Table 1: List of sites with PPFs that need to be assessed for Building Modification Mitigation and ventilation/cooling

Address	**Project Stage & New or Altered Road**
2 Shotover Street	Stage 1 Altered Road
15 Melbourne – Glebe Apartments	Stage 1 New Road
44 Melbourne Street – Glebe Apartments	Stage 1 New Road
71 Ballarat Street (Units 1F and 2F only)	Stage 1 New Road
47-49 Camp Street	Stage 2 Altered Road