

## Appendix 6 - Normanby Road Realignment Conditions

- a. New Zealand Transport Agency will comply with the requirement of the New Zealand Standard NZS 6803:1999 "Acoustics – Construction Noise".
- b. Vegetation removal is kept to a minimum necessary for construction purposes.
- c. Dust nuisance is to be mitigated during construction, excavation, and the movement of soil and machinery by dampening soil with water.
- d. The extent of any stockpile areas is to be kept to a minimum, and such areas shall be reinstated for appropriate use following the conclusion of construction.
- e. Cuts and fills are to be re-vegetated. Areas that are re-sown in grass will be used for grazing or mown as appropriate, and will be stock free until the grass can support grazing.
- f. Cut slopes are to be reduced to a gradient of 4:1
- g. Fill slopes are to be a gradient of 3:1 or, if possible 4:1.
- h. Vegetation clearance will be kept to the minimum necessary for construction purposes. Cut slopes are to be reduced to a gradient of 4:1.
- i. Cuts and fills are to be re-vegetated. Sown areas that are intended for grazing will be kept stock-free until the grass can support grazing.
- j. Those sections of the existing State Highway 1 that will not provide property access to the new section of the highway are to be removed and re-instated as may be appropriate in each case. The area where the new alignment parts from the existing highway is to be screened with a small stand of trees to mark the change of road alignment and mask the remnant line of the old highway. Those sections of the existing State Highway 1 that will remain in place to provide property access or access to the new section of highway will have their status as "State Highway" uplifted, and responsibility for these sections of road will thereafter transfer to the Timaru District Council.
- k. Areas used for disposal of soil or borrow of fill are to be re-contoured and re-vegetated.
- l. To avoid encroaching into residential frontages on the south side of Talbots Road, existing batter slopes and vegetation shall be retained. A "vertical pole and half round" timber retaining wall shall be constructed along the cut at the base of the batter down road level (so as to entail less disturbance of the batter than a crib wall).
- m. Landscape plans will be prepared by Transit in consultation with the Dales and the Barretts, so as to screen the highway as viewed from the Sturgeon, Dale and Barrett properties (Transit now owns the Sturgeon property). Transit shall submit these landscape plans to the Council for its verification of this consultative process prior to construction commencing. Following such verification, the plans will be implemented as part of the works and shall include provision of plants and materials for this purpose.
- n. On local roads, where land is currently grazed alongside the road, fences will be placed at the toes of 3:1 cut slopes and the slopes re-sown and returned to grazing.
- o. Alongside the highway, where fences are placed 13m from the edge of the road in fill and 9m from the edge of the road in cut, the areas between the road edge and fences are to be mown at intervals not greater than 3 monthly with particular attention being given to weed control in such areas. Mowing requirements may be reduced through the use of slower growing grasses.
- p. A 300m length of "Open Graded Porous Asphalt (OGPA)" quiet road surfacing, or an alternative form of quiet road surfacing that will achieve at least the equivalent traffic noise level, will be applied within 12 months of completion of the realignment and maintained between meter points 5900 and 6200 shown on the aerial photos attached in Appendix 3 of the Addendum, to ensure traffic noise levels at the McGlinchy, Donadlson and Paul properties meet or remain within levels recommended by the Transit Guidelines.
- q. For the Ellen's house, in addition to the quiet surfacing to be applied and maintained between meter point 5900 and 6200, Transit will undertake measurements of traffic noise levels at this property within a period of three months after construction of the revised alignment is completed, to determine whether further noise mitigation is needed. Should such mitigation

be required, Transit shall thereafter give effect to the most appropriate further traffic noise mitigation method, which may include either sound insulation, and/or relocation of the house on site, or removal of the house.

- r. A 400m Length of OGPA quiet road surfacing, or an alternative form of quiet road surfacing that will achieve at least the equivalent traffic noise level, be applied within 12 months of completion of the realignment and maintained between meter points 6400 and 6800 shown on the aerial photos attached in Appendix 3 of the November 2022 Addendum, so as to ensure traffic noise levels at the Monson, Sturgeon and Barrett properties remain within the 1999 Transit Guidelines.
- s. For the Fosters' property, Transit will undertake measurements of traffic noise levels at this property within three months following the completion of construction of the deviation, to determine whether any noise mitigation is required in order to bring the existing dwelling within Transit guidelines. If shown to be necessary, Transit shall give effect to such mitigation. Mitigation may include sound insulation of the dwelling or quiet surfacing to be applied and maintain to the State Highway.
- t. For the Barretts' property, Transit will undertake measurements of traffic noise levels at this property within three months following the completion of construction of the deviation. Such measurements are to determine whether the proposed application of OGPA as per condition (r) has brought the existing dwelling within Transit guidelines, or whether sound insulation of the dwelling is required. If such insulation is shown to be necessary, it shall be provided by Transit so as to bring the existing dwelling within Transit guidelines.
- u. Any water flow in the ephemeral watercourses crossed by the proposed new section of highway is to be maintained through the construction process.
- v. Appropriate cultural and heritage protocols are to be included in the construction contract documentation and subsequently observed during construction works, should any artefacts or other items of archaeological, cultural or spiritual significance be discovered during site works.