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*Sarah Hunter*

Sarah Hunter  
Consents Manager  
Gisborne District Council

**McConnell Dowell Constructors**  
MCD Management System

# CONSTRUCTION TRAFFIC MANAGEMENT PLAN

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**Client:** EASTLAND PORT LTD  
**Project:** WHARF 7 REBUILD  
**Location:** Gisborne, New Zealand  
**Project No:** 6968

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# COMPLIANCE TABLE

The consent conditions relevant to the Construction Traffic Management Plan (“CTMP”) are summarised in the table below. Refer to Appendix A of the CMP for the full suite of resource consent conditions for the Project.

Ref	Requirement
36	<p><b>RMA CD-2017-107936-00 Cond 36; General Spec 1.10.8 Construction Traffic Management Plan</b></p> <p>Not less than 30 working days prior to commencement of construction works onsite, the Consent Holder shall submit to the Council's Consents Manager for certification a Construction Traffic Management Plan (CTMP). <u>The CTMP shall detail engagement with Te Tai Uru (or where Te Tai Uru has not been established in accordance with condition 4(d), each of the hapu identified in condition 4(a)), including identification of any recommendations made and implemented, and where such recommendations have not been accepted or acted upon, the reasons why.</u></p> <p>Construction traffic to and from the Wharf 6 and Wharf 7 area and associated site shall be managed in accordance with the Council certified CTMP to ensure the following:</p> <ul style="list-style-type: none"> <li>(a) All trucks and other heavy vehicles associated with construction activities use the route(s) specified in the CTMP</li> <li>(b) Measures to recognise and mitigate where practicable the effects of heavy vehicles along the public road network</li> <li>(c) The maintenance of safe pedestrian access and thoroughfare on all footpaths adjacent to the site, and</li> <li>(d) The maintenance of safe vehicular access and thoroughfare on all roads adjacent to the site.</li> </ul> <p>Advice Note: If the Council fails to respond to the request to certify the CTMP within twenty (20) working days, the CTMP can then be assumed to be certified.</p>
1.12	<p><b>General Specification Wharf 7 Rebuild</b></p> <p>The Contractor shall prepare and implement a Construction Traffic Management Plan (CTMP), addressing condition 36 of the Resource Consents, clause 5.19 of NZS 3910:2013 as well as those requirements detailed within this section.</p> <p>Traffic management (including cyclist and pedestrian traffic) shall be carried out as described by the Code of Practice for Temporary Traffic Management. The code of practice sets out the minimum requirements for Traffic Management and Site Safety for the Contract Works.</p> <p>The Contractor shall ensure that disruption to road users and third parties during construction is kept to the minimum possible. The Contractor shall ensure that they provide for all vehicular and pedestrian traffic an alternative of an appropriate standard to all existing roads, footpaths, all access and premises adjacent to and affected by the Contract Works.</p> <p>Where major sporting or cultural events are expected to generate additional traffic volumes, the Contractor shall co-operate with the Principal, the Principal's Advisor and New Zealand Police to ensure traffic flows through the Contract Works.</p>

# TERMS AND DEFINITIONS

Term/ Acronym	Definition
CTMP	Contractor’s Traffic Management Plan
CEP	Construction Execution Procedure
EPL	Eastland Port Ltd
JSEA	Job Safety and Environment Analyses
MCD	McConnell Dowell
MMS	McConnell Dowell Management System
PCLG	Port Community Liaison Group
CoPTTM	Code of Practice Temporary Traffic Management

## 1 INTRODUCTION

The Construction Traffic Management Plan (CTMP) for the Wharf 7 Rebuild project (hereafter referred to as “the Project”). Section 1 of the Construction Management Plan (CMP) provides further background and detailed description of the Project.

This CTMP sets out the measures to be implemented in order to identify and avoid or minimise the impact and effect of construction activities on wharf operations and the general public. Plan Purpose

The purpose of this CTMP is to:

- Provide for the safety of everyone at all times;
- Ensure maintenance of access at all times for all modes of transport to / from Wharf 7 and on any streets, loading zones in or adjacent to the construction areas;
- Minimise disruption from construction traffic on occupants within Eastland Port;
- Minimise adverse effects on amenities caused by construction traffic in Eastland Port;
- Avoid Full Road Closures and minimise any Partial or Managed Road Closures<sup>1</sup>;
- Manage integration with other construction projects and Eastland Port projects or operations;
- Provide for prior engagement with stakeholders when access to properties will be affected by construction traffic; and
- Provide a mechanism for addressing queries and responding to complaints.

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<sup>1</sup> Full Road closure is defined in the consent conditions as meaning the whole of the road carriageway would be closed to all motor vehicles and cyclists but remain accessible to pedestrians. Managed Road Closure is defined as a full road closure for motor vehicles only, with access permitted for authorised vehicles. Partial road closure is defined as a restriction on the capacity and/or direction of travel, potentially for all modes, within the whole road reserve.

In accordance with consent Condition 36, this Plan has been updated from, and is in general accordance with, the CMP referenced in the consent conditions. This CTMP has been prepared in consultation with Eastland Port and the Project Community Liaison Group (PCLG). This Plan addresses the matters in Condition 36 (refer to the quick reference guide to conditions in Section **Error! Reference source not found.**).

The final version of this CTMP will be submitted to the Council Consents Manager in accordance with Condition 36 for certification.

This CTMP will be updated when necessary to reflect changes in design, construction methods or to manage effects. In accordance with the consent Condition 36, any amendments to the certified CTMP shall be discussed with and submitted to the Council Consents Manager in writing prior to implementation of any changes. Any changes to the CTMP that would result in a materially different outcome to the certified plan shall be submitted to the Council Consents Manager for certification. Any material change must be consistent with the purpose of the CTMP and the requirements of the relevant conditions. A copy of the original CTMP and subsequent versions will be kept for the Project records and marked as superseded/obsolete. Each update of the Plan will be issued with a version number and date.

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## 1.1 PROJECT DESCRIPTION

For a description of the Project, refer to the Project Description within the Construction Management Plan (CMP). The construction details relevant to this Plan are set out in Section 3.

## 1.2 INTERFACE WITH OTHER DOCUMENTS

The CMP outlines the construction management framework for the Project and details the relationship between the CTMP, other management plans and the resource consent conditions. It also provides an overview of the management plans required by the conditions (their purpose and content etc.) and other mitigation measures to be implemented during construction.

Associated management plans that are particularly relevant to the implementation of this CTMP include:

- Construction Management Plan (CMP)
- Project Management Plan (PMP)
- Safety Management Plan (SMP)

## 1.3 RESPONSIBILITIES

The Project Manager has the overall responsibility for meeting the requirements of the CTMP. The Project Engineer in conjunction with the Health and Safety Manager will implement the CTMP. Refer to the CTMP for more detail on roles and responsibilities.

General roles and responsibilities for the Project are outlined in the CEMP. Specific roles and responsibilities relating to the implementation of this CTMP are detailed in **Error! Reference source not found.**

Role	Responsibility
Project Manager	<ul style="list-style-type: none"> <li>• Overall responsibility for site management</li> <li>• Report any incidents or issues as appropriate</li> </ul>

Role	Responsibility
Health & Safety Manager	<ul style="list-style-type: none"> <li>• Oversight and advice on the safety of the interfaces with the public</li> <li>• Ensure staff are trained to the required level</li> <li>• Ensure Temporary Traffic Management (TTM) records / monitoring results are kept and TTM audits undertaken</li> </ul>
Senior Project Engineer	<ul style="list-style-type: none"> <li>• Ensure the approved CTMP is implemented</li> </ul>
Project Controls Manager	<ul style="list-style-type: none"> <li>• Prepare and submit Traffic Management Plans (TMPs)</li> <li>• Audit TTM</li> </ul>
Stakeholder Advisor	<ul style="list-style-type: none"> <li>• Responsible for the coordination of the Community Liaison Group</li> </ul>
Traffic Controller (TC)	<ul style="list-style-type: none"> <li>• Fulfil manual traffic control roles on-site as directed by the STMS</li> </ul>
Gisborne Council	<ul style="list-style-type: none"> <li>• Reviews to assess effectiveness of the CTMP</li> </ul>
Eastland Port Ltd	<ul style="list-style-type: none"> <li>• Input into preparation of the CTMP as required</li> <li>• Coordinating all traffic management within the Eastland Port and adjacent areas, including the Esplanade.</li> </ul>

## 1.4 KEY CONTACTS

Contact details for key staff as they relate to this CTMP, along with the contact details of relevant Council staff and Police.

<b>EPL Asset Manager</b>	Jamie Gallacher	Mob: 021 805 261; Email: jamie.gallacher@eastland.nz
<b>Project Manager</b>	Mike Bonnette	021 814 567; Email: mike.bonnette@mcdgroup.com
<b>Senior Project Engineer</b>	Hugh Robinson	021 713 839; Email: hugh.robinson@mcdgroup.com
<b>H&amp;S/Traffic Manager</b>	Gavin Mecchia	Mob: 021 243 0408; Email: gavin.mecchia@mcdgroup.com
<b>Superintendent</b>	Adrian Batterham	021 940 979; Email: adrian.batterham@mcdgroup.com
<b>Council Compliance Officer</b>		
<b>Council Traffic Lead</b>		
<b>EPL Traffic Lead</b>		
<b>EPL H&amp;S Manager</b>		

# 2 CONTEXT

## 2.1 EXISTING TRAFFIC CONDITIONS

- Heavy logging trucks and Port operational vehicles travelling along Kaiti Beach Rd
- Construction heavy traffic accessing the main “Access Gate” by EPL offices
- Pedestrians and cyclists along Kaiti Beach Rd

- Kaiti Beach Rd is a dead-end road occupied by camping grounds, a few local residents and a small yacht club therefore apart from logging trucks, traffic is minimal past the port area

## 2.2 KEY STAKEHOLDERS AND INTERESTED PARTIES

The Alliance will engage with key stakeholders in relation to construction traffic management, including:

- Eastland Port Ltd
- Gisborne District Council – Traffic Engineer
- Te Tai Uuru
- Port Community Liaison Group (PCLG)
- Surrounding business that may be directly impacted by construction traffic during the Project.

## 2.3 CONSTRUCTION ASPECTS AND IMPACTS

The aspects of the works that have the potential to generate traffic loading related impacts are outlined below:

Construction Traffic Aspect	Potential Impacts
<ul style="list-style-type: none"> <li>• 2 large cranes, a drilling rig, excavators and other plant will be delivered to site by prime movers towing customised trailers.</li> <li>• Delivery trucks for general goods - typically 2 or 3 per day. Typically, 11m rigid trucks.</li> <li>• Concrete trucks up to 20 per day, but not every day, coming to site from Awapuni. There will be 800 concrete trucks overall over the 16 month construction period.</li> <li>• Approximately 4,000 tonnes of precast delivered over a 7-month period starting in mid 2022. This will require 200 Semi-trailer truck loads.</li> <li>• Reinforcing steel - approximately 1200 tonnes delivered in various sized loads; approximately 100 trucks.</li> <li>• General waste collection: 3 x 3m<sup>3</sup> skips per week for 14 months</li> <li>• Broken up sections of the old reinforced concrete wharf will all be taken to the ports yard at 62 Dunstan Road. Approximately 300 truckloads over 9 months starting in Feb 2022.</li> <li>• There is about 2,500m<sup>3</sup> of spoil to remove from site (in addition to the concrete waste mentioned previously). Most of this will be clean and will be taken to a clean fill tip. Some portion (unknown) will be contaminated and will be taken to a contaminated land tip. Loads would typically be 8m<sup>3</sup> in an articulated dump truck.</li> <li>• There will be around 750 tonnes of Asphalt to be delivered, approximately 20 tonnes per truckload; approximately 38 trucks. Occurring in Early 2023.</li> </ul>	<p>Increased heavy traffic for short periods of time during concrete pours; otherwise, there will be minimal impact to local traffic</p>

## 2.4 TRAFFIC MANAGEMENT PHILOSOPHY

The overarching philosophy for the management of construction traffic during the Project is to:

- Ensure the safe and efficient operation of Eastland Port Wharf operations

- Minimise congestion on the surrounding road network and delays to the travelling public and road users
- Minimise disruption to property access, along with loading/delivery and servicing operations
- Maximise the safety of the travelling public and site staff
- Maintain safety for pedestrians and cyclists
- Maintain efficient truck movements through the Port area
- Enable construction efficiencies
- Ensure appropriate access for emergency vehicles at all times and
- Inform the public and directly affected stakeholders about potential impacts of Project construction on the transport network.

This will be achieved by:

- Restrictions on heavy vehicles accessing the Esplanade during peak commuting times
- Appropriate management of site access points and temporary traffic management
- Concrete barriers encompassing the whole construction to stop any incursion into normal wharf operational activities
  - with site access gates controlled and monitored by the site team
- Maintenance of roads, signs, and work sites
- Planning construction traffic movement and management to reduce adverse effects
- Coordination with others involved the management of construction activity in the surrounding Port area, mainly Wharves 6, 7 & 8
- Communication internally within the Project team, with Eastland Port, road users and key stakeholders that may be impacted by construction traffic
- Educating construction staff on the safety needs of pedestrians and cyclists within the Project area and
- Implementation of appropriate measures where heavy vehicles pass through areas of high pedestrian and cycle demand.

## 3 MANAGEMENT PROCEDURES

A number of procedures exist to identify and manage temporary traffic during construction of the Project as outlined below.

### 3.1 EASTLAND PORT TRAFFIC MANAGEMENT PLAN

Construction Traffic will always follow the Eastland Port Traffic Management Plan when entering, exiting and within the port, and follow the requirements below as a minimum.

1. Speed limit 20 km/h, except for Debarker Road which is 15km/h and Wharf side logyard concrete roadway 10km/h.
2. Vehicles must obey all road signs and use marked road routes wherever possible.
3. Vehicle head lights and, amber roof lights must be activated when driving in the port.
4. Non-cargo vehicles are not permitted in berthage areas (see map) while mooring and loading operations take place.
5. Non-cargo vehicles are to park clear of operational areas and personnel are to walk to their destination. Prescribed PPE is to be worn.
6. All pedestrians in areas that are operational must wear hard hats and high visibility clothing. Hi viz must be reflective type when operating in dark hours
7. Do not drive or proceed through areas which have been barricaded off with cones, barriers or rope.
8. Always obey safety signs and verbal safety instructions from Eastland Port staff.
9. No child under 16 years will be permitted entry to the Port unless the Chief Operating Officer has given express approval in writing.

## 3.2 SITE STAFF

The success of the management measures developed is heavily dependent on the support of the Project workforce in implementing them. The Project will make a significant effort to build a culture where safety and strong relationships with Project neighbours are a key focus area.

As detailed in the CTMP, all Project staff will attend a Project induction prior to the commencement of work on-site to ensure a common basis for approaching their work. The induction will include health and safety and hazard management in relation to the Project area, along with temporary traffic control.

Weekly toolbox talks will provide a forum to reinforce and educate Project staff around specific temporary traffic control issues and for site staff to raise issues identified.

This approach seeks to involve the workforce in identifying and developing solutions to reduce effects, with positive contributions recognised and rewarded.

## 3.3 CONSTRUCTION AND TEMPORARY TRAFFIC PLANNING

### 3.3.1 Construction Planning

Construction of the Project will be divided into a number of work activities, with a Site Engineer responsible for managing a number of activities at any one time. As part of the construction planning process, the Site Engineers will develop a work pack for each activity comprising:

- The design plans and specifications applicable to the activities covered by the work lot/pack
- A Construction Execution Procedure (CEP) describing exactly how the work will be undertaken and the hold points for checks, approvals, and records
- A Job Safety and Environmental Analysis (JSEA) documenting the identification, assessment and mitigation of traffic, safety and environmental risks associated with the activity
- Permits required for the respective works, such as excavation permits or an approved TMP and

- Inspection and Test Plan (ITP) for Quality Assurance purposes.

The work pack will then be reviewed and signed off by the Project Manager, Project Engineer, and Health & Safety Manager (or their respective delegates) before works commence.

Temporary traffic management requirements associated with work activities will be detailed and included in the work packs.

### **3.3.2 Site Specific Traffic Management Plans (if required)**

If Site Specific Traffic Management Plans (SSTMPs) are required for any work or physical controls within the live road corridor, which includes the Kaiti Beach Road, Rakaiatane Rd and the Esplanade, then SSTMPs will be prepared for discrete stages of work within the road corridor and will follow the format set in the Code of Practice for Temporary Traffic Management (CoPTTM). They will describe the measures to be implemented to manage the temporary traffic effects associated with the movement of construction and port traffic or any project works.

SSTMPs will be submitted to, and approved by, Gisborne Council's Traffic Management Coordinator or equivalent. The SSTMPs will be assessed by the H&S Manager/Traffic Coordinator for compliance with CoPTTM and the ability to avoid adverse effects on the travelling public.

Any further SSTMPs required for the Project will be prepared in accordance with the time periods outlined in the CoPTTM.

### **3.3.3 Road Maintenance**

The areas on and around the wharves that will be used as construction haul routes will be inspected and photographed before construction begins. These areas will be monitored throughout construction and inspected at completion. Any damage directly attributable to construction traffic will be repaired.

These areas comprise:

- Kaiti Beach Road
- The Esplanade

Brooms will be kept at each construction site access point so that, if required, we can sweep up any detritus.

### **3.3.4 Implementation**

Each day's work will begin with a Job Start Briefing for each crew, at which the specific work being undertaken that day will be discussed and documented. This will include risks involved with the work to be undertaken and the mitigation measures to be implemented to avoid or mitigate the risks, for example temporary traffic control measures.

Any issues which cannot be solved by the crew will be escalated to the Superintendent, HSE/Traffic Manager, Project Engineer or Project Manager as appropriate. A process for further escalation to MCD Senior Management will operate as required.

## 3.4 COMPETENCY AND TRAINING

### 3.4.1 Qualifications and Competence Requirements

Specific qualifications and competencies required in the relation to the Scope of this Plan.

Qualification / Competencies	Description	Who
Project induction	Initial induction (refer to section below for detail)	All Project staff, including site staff, office staff and anyone who is approved to enter the site without an escort
Toolbox talks	Weekly meetings, to highlight key messages or issues, and receive feedback	All site staff working on the Project at the time
Site Traffic Management Supervisor (STMS) Level 1	NZQA Qualification to oversee site in live road environment	Person responsible for setting out traffic management

### 3.4.2 Project Induction

The Project induction will address (but not be limited to) the following matters relevant to this Plan:

- Information about the Wharf 7 construction site environment – including information relating to traffic management and safety of site staff and road users
- Roles and responsibilities of Project staff, including individual responsibilities around traffic management and safety
- Safety hazards – logging trucks, port operational plant, delivery trucks, cars, motorcyclists, pedestrians, cyclists, manoeuvring plant and scooters/skateboarders
- Educating construction staff of the safety needs of pedestrians, skaters and cyclists adjacent to the project area, specifically around the wharf entry gates, access roads, site access gates, on Kaiti Beach Rd and the Esplanade
- Rules and processes to mitigate safety hazards
- The key aspects of this CTMP, in particular interaction with logging trucks, pedestrians and cyclists
- Options for travel to and from the work site
- Rules relating to parking
- The emergency plan; and
- Looking after Project neighbours and the travelling public.

## 3.5 COMMUNICATION AND CONSULTATION

### 3.5.1 General Engagement

As outlined in the CTMP, stakeholder engagement and communications will be undertaken to inform stakeholder and the community of the Project. A Port Community Liaison Group (PCLG) has been established for the wider Port Development which provides a means for members to give feedback and receive regular updates on the Project as well as enabling concerns and issues to be reported and responded to. Condition 5 requires that the CLG is consulted with regards to the development and

content of the CTMP. Refer to the CTMP for further detail on the stakeholder notification procedure and complaints response procedures to be implemented during construction.

In relation to this CTMP, communication will focus on providing information to the travelling public (road users and footpath users) and property owners/occupants near construction activities on Wharf 7 that have the potential to result in disruption to their travel plans, congestion, or impacts on parking or property access, enabling them to plan accordingly.

The Project stakeholder engagement and communications team will be accessible for the duration of the Project to field queries and to speak to affected property owners/occupants about works that may impact them, such as temporary access constraints. The stakeholder engagement and communications team serve as a central point of contact for involving other Project members in discussion with property owners/occupiers, as required.

### 3.5.2 Traffic Management Coordination

When necessary the HSE/Traffic Manager will attend the Gisborne District Council Network Operations Weekly Temporary Traffic Management meeting to identify and resolve any conflicts arising in relation to the Project and other works being undertaken in the area.

### 3.5.3 Mechanism for Queries and Complaints

The Stakeholder Manager will be responsible for implementing a process for receiving, addressing and monitoring queries and complaints in relation to the construction works as well as coordinating the PCLG.

## 4 PERFORMANCE EVALUATION

### 4.1 MONITORING

Minimum monitoring requirements in relation to traffic management.

Monitoring Description	Frequency	Responsibility
Check that method statements/CEPs/JSEAs reflect requirements and that the requisite TMP has been approved	Prior to approving Work Packs	Project Manager and HSE/Traffic Manager
Inspect temporary traffic management layout	Twice daily when site is live	HSE/Traffic Manager
Documented check of all temporary traffic management	Daily and as layouts change	HSE/Traffic Manager
TTM Audit in accordance with CoPTTM	Monthly	HSE/Traffic Manager

Review of communications log, incident register and tool-box talk feedback	As issues arise with a quarterly review	Project Manager
Road condition survey	Formal surveys Pre-construction and at project completion and informal inspections weekly	Project Engineer / HSE/Traffic Manager
Crash investigation	Report within 24 hours of an incident; Initial investigation report within two working days with details to be provided to ESL & Compliance Monitoring – Gisborne Council	HSE/Traffic Manager
Complaints	As issues arise with a quarterly review	Stakeholder & Comms Advisor

## 5 REVIEW AND IMPROVEMENT

### 5.1 REPORTING

Reporting requirements in relation to traffic management.

Reporting Requirement	Reporting Frequency	Reporting Through	Supporting Records
Traffic incidents to be reported	As they occur	Daily Pre-Start meetings, CMO HSE platform/Db and weekly tool-box meetings	Hazard ID cards, Incident Reports, Near Miss Reports
Traffic Monthly Report	Monthly	Monthly Project Report, Acuite Dashboard and CMO HSE platform/Db	Incident Reports, Hazard reports, Near Miss Reports, Plant Damage reports
Construction Traffic Management Plan Review	6 Monthly	Project Management System Review	Management Systems Review/Audit

### 5.2 DOCUMENT UPDATES

The Site Traffic Management Representative will amend, update and continue to develop and improve this CTMP on an ongoing as the construction program progresses and continual improvement opportunities are identified.

## APPENDIX A – TE TAI URU ENGAGEMENT

Copies of the draft management plans were provided to Te Tai Uru on 30 September 2021 and members were invited to provide any written comments and recommendations within 20 working days. After the required time there were no requests or recommendations for any changes.