

Minimum Standard Z/19 - Social and Environmental Management

1 Purpose

The purpose of the *Minimum Standard Z/19 - Social and Environmental Management* (SEM) is to ensure new state highway projects comply with NZTA's social and environmental:

- Legal requirements; and
- Policies, plans, standards, specifications and guidelines.

2 Requirements

When identifying the social and environmental effects (including opportunities) of each option, the Consultant shall consider relevant factors identified in legislation and policies including but not restricted to:

- *Resource Management Act 1991* (RMA) and all relevant standards, policies and plans made under the RMA;
- *Land Transport Management Act 2003* (LTMA);
- *Historic Places Act 1993* (HPA);
- *Transit's Environmental Policy Manual*;
- *Transit's Planning Policy Manual*;
- *Transit's Travel Demand Management Manual*;
- *Transit's Guidelines for Highway Landscaping*; and
- *Transit's Maori Policy*.

The Consultant shall establish an electronic copy of NZTA's *Social and Environmental Management Form* (PSF/13) and keep an up-to-date record of project social and environmental management information. This information shall be prepared based on the guidance provided in the accompanying *Professional Services Guideline* (PSG/13). On completion of the Investigation and Reporting phase of the project, the Consultant shall provide NZTA with an up-to-date and editable electronic copy of the PSF/13.. A hard copy of the current PSF/13 shall be included in the *Scheme Assessment Report* (SAR).

3 Social and Environmental Screen (SES)

The SES shall be applied at the scoping stage or if no scoping stage in combination with the *Social and Environmental Assessment* (SEA) during development of options for the SAR.

For each options considered, the Consultant shall identify:

- The potential social and environmental effects of each option including opportunities to improve social and environmental outcomes; and
- The degree of potential effect (before mitigation) in the most affected area(s) of each option.

The social and environmental issues against which each option shall be screened include those listed below (refer to PSG/13 for guidance):

- Noise;
- Air quality;
- Water resources;
- Erosion and sediment control;
- Social responsibility;
- Culture and heritage;
- Ecological resources;
- Spill response and contamination;
- Resource efficiency;
- Climate change: adaptation and mitigation;
- Visual quality;
- Vibration;
- Land use and transport integration;
- Urban design (refer to NZTA's Urban Design Professional Services Guide PSG/12 for guidance);
- Public health;
- Cycling infrastructure;
- Cycle crossing facilities;
- Walking infrastructure;
- Pedestrian crossing facilities;
- Bus related infrastructure;
- Priority lanes; and
- Traffic management.

The Consultant shall record this information for each option on a PSF/13.

4 Social and Environmental Assessment (SEA)

For the preferred option (and any other options addressed in the SAR), the Consultant shall prepare a *Social and Environmental Assessment* and complete the SEA section of PSF/13. The SEA will be appropriate in detail to the scale of the potential social and environmental effects identified in the SES: the greater the potential effects, the more rigorous and detailed the analysis and explanation in the SEA shall be.

The SEA will:

- Detail all the legal requirements and relevant NZTA social and environmental objectives that need to be addressed;
- Identify the total social and environmental effect of the project; and
- Describe the actions to be taken to meet specific social and environmental requirements and objectives and to address all effects identified.

In completing the form, the Consultant shall consider and balance the following aspects:

- How the social and environmental effects of the preferred option(s) (from the SES in PSF/13) will be addressed and the costs involved;
- How the preferred option(s) aligns with the provisions of and policies and plans made under the RMA, HPA and other relevant statutes;
- How the preferred option(s) aligns with the social and environmental policies, objectives and actions contained in Transit's *Environmental Policy Manual* and *Planning Policy Manual* including those not currently regulated under the RMA (eg energy efficiency, waste reduction and recycling options to improve resource efficiency and urban design assessments completed to ensure the project is context-sensitive);
- How the preferred option(s) will avoid (rather than seek to mitigate) adverse environmental and social effects;
- How the preferred option(s) will achieve positive environmental and social outcomes;
- Where environmental and social effects can not be avoided in a cost-effective manner, how the environmental and social impacts of the preferred option(s) will be mitigated in a cost-effective manner;
- How social and environmental treatments have been incorporated into the preferred option(s) to reduce long term maintenance costs (eg climate change impacts considered in planning and design where it may not be feasible to respond to climate change impacts in the future);
- The land use planning actions that should be pursued with the relevant territorial authority(ies) to integrate land use and transport planning including to help manage access expectations, avoid reverse sensitivity effects and prevent unplanned growth occurring as a result of the project;
- How issues raised during consultation have been addressed.

The consultant shall consider all of the matters above and incorporate them into the SEA to be recorded in the project form PSF/13.

The SEA will be the key social and environmental planning document for a project and the consultant will use it as a key input into:

- The (Preliminary) Design Philosophy Statement;
- The Risk Register and Risk Treatment Plan (Risk Process Manual);
- The Assessment of Environmental Effects required under the RMA;
- The final design statement;
- The Transport Planning Handover Checklist (refer Minimum Standard Z/21 - Large and Complex Projects I&R to D&PD Phase Handover Checklist); and
- The *Contractor's Social and Environmental Management Plan* during construction and maintenance (prepared in conjunction with Minimum Standard Z/4 - Contractor's Social and Environmental Management Plan).