

## Report pursuant to s42A Resource Management Act 1991

**In the matter of:** A Notice of Requirement to construct and operate a new intermodal rail and freight hub on land between Palmerston North and Bunnythorpe

**And:** A hearing by Palmerston North City Council pursuant to s100A

**Requiring Authority:** KiwiRail Holdings Ltd

**Hearing date:** 9 August 2021

**S42A Planning Evidence:** S42A Officers Recommended Conditions (Conditions Comparison Table): KiwiRail Freight Hub Notice of Requirement

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**Version and Date:** Version 1, 6<sup>th</sup> August 2021

## Table of Contents

<b>MANA WHENUA</b>	<b>5</b>
<b>DESIGN FRAMEWORK</b>	<b>5</b>
<b>COMMUNICATION AND ENGAGEMENT</b>	<b>7</b>
<b>COMMUNICATION AND ENGAGEMENT</b>	<b>7</b>
<b>CONTAMINATION</b>	<b>10</b>
<b>CONTAMINATION</b>	<b>10</b>
<b>ARCHAEOLOGY</b>	<b>11</b>
<b>ARCHAEOLOGY</b>	<b>11</b>
<b>STORMWATER</b>	<b>11</b>
<b>STORMWATER</b>	<b>11</b>
<b>CONSTRUCTION MANAGEMENT</b>	<b>21</b>
<b>NETWORK UTILITIES</b>	<b>28</b>
<b>CONSTRUCTION TRAFFIC</b>	<b>29</b>
<b>CONSTRUCTION NOISE AND VIBRATION</b>	<b>33</b>
<b>OPERATIONAL LIGHTING DESIGN PLAN</b>	<b>37</b>
<b>OPERATIONAL TRAFFIC</b>	<b>38</b>
<b>OPERATIONAL NOISE AND VIBRATION</b>	<b>41</b>
<b>OPERATIONAL AIR QUALITY</b>	<b>45</b>
<b>THIRD PARTY RESTRICTIONS</b>	<b>48</b>
<b>ECOLOGY</b>	<b>49</b>
<b>TRAIN OPERATIONS</b>	<b>51</b>

## Designation Conditions Index

Number	Item

## Definitions and Abbreviations

<u>Abbreviation/Term/Acronym</u>	<u>Term/Definition</u>
<u>Construction</u>	<p>Activities undertaken to construct the Freight Hub, excluding enabling works, and including:</p> <ul style="list-style-type: none"> <li>- <u>ground improvement works;</u></li> <li>- <u>temporary and permanent drainage installation;</u></li> <li>- <u>bulk earthworks (including cut and fill activities);</u></li> <li>- <u>culvert construction;</u></li> <li>- <u>laying foundation levels and surfacing;</u></li> <li>- <u>site reinstatement;</u></li> <li>- <u>landscaping;</u></li> <li>- <u>construction of buildings;</u></li> <li>- <u>laying of track;</u></li> <li>- <u>[any others to add]</u></li> </ul>
<u>Enabling works</u>	<p>Preliminary activities, including:</p> <ul style="list-style-type: none"> <li>- <u>pre-construction site investigations (including access for such investigations);</u></li> <li>- <u>site establishment activities;</u></li> <li>- <u>site and property access formation;</u></li> <li>- <u>ecological surveys and any necessary relocations;</u></li> <li>- <u>any necessary reconfiguration of utilities infrastructure;</u></li> <li>- <u>vegetation removal ancillary to enabling works;</u></li> <li>- <u>installation of fencing to protect vegetation during construction;</u></li> <li>- <u>the establishment of erosion and sediment control measures;</u></li> <li>- <u>[any others to add]</u></li> </ul>
<u>Freight Hub</u>	<u>[KiwiRail to input]</u>
<u>Main components of the Freight Hub</u>	<u>[KiwiRail to input]</u>
<u>Sensitive receiver</u>	<p>Highly sensitive receivers or receivers in locations where people or surroundings may be particularly sensitive to the effects of air pollution. Includes residential dwellings, hospitals, schools, early childhood education centres, childcare facilities, rest homes, marae, other cultural facilities, and sensitive ecosystems.</p>

## KiwiRail Freight Hub: Notice of Requirement – S 42A Officers Recommended Conditions (Conditions Comparison Table)

Changes shown in blue text and underline are changes made in the Joint Memorandum of Counsel for KiwiRail and Transpower, dated 23 July 2021. Changes shown in red text and with strikethrough or underline are changes proposed by the S42A Officers to the conditions put forward in the evidence of Karen Bell, for KiwiRail (dated 9 July 2021).

KiwiRail conditions in evidence of Karen Bell dated 9 July 2021	Section 42A Officers Recommended Conditions at start of hearing - 9 August 2021	Reference to justification for difference
<b>General Conditions</b>	<b>General Conditions</b>	
1. Except as modified by the conditions below and subject to final design and accompanying outline plan(s), the works authorised by this Designation shall be undertaken generally in accordance with the following information provided by the Requiring Authority in the Notice of Requirement for the Freight Hub dated 23 October 2020 and the further information provided by the Requiring Authority dated 15 February 2021, 24 May 2021 and 28 May 2021, and the following: <ul style="list-style-type: none"> <li>(a) Concept Plan (Figure 124) dated 12 February 2021, prepared by Stantec.</li> <li>(b) Draft indicative Landscape plan dated 6 July 2021 prepared by Isthmus Group (rev B).</li> </ul>	1. Except as modified by the conditions below and subject to final design and accompanying outline plan(s), the works authorised by this Designation shall be undertaken <del>generally</del> in <u>general</u> accordance with the following information provided by the Requiring Authority in the Notice of Requirement for the Freight Hub dated 23 October 2020 and the further information provided by the Requiring Authority dated 15 February 2021, 24 May 2021 and 28 May 2021, and the following: <ul style="list-style-type: none"> <li>(a) Concept Plan (Figure 124) dated 12 February 2021, prepared by Stantec.</li> <li>(b) Draft indicative Landscape plan dated 6 July 2021 prepared by Isthmus Group (rev B).</li> <li>(c) <u>[information provided in evidence or at the hearing]</u></li> </ul>	Agreed
2. Where there is any inconsistency between the Notice of Requirement documentation listed above and the designation conditions, the designation conditions shall prevail.	2. Where there is any inconsistency between the Notice of Requirement documentation listed <u>in</u> <u>Condition 1</u> above and the designation conditions, the designation conditions shall prevail.	Agreed
3. Any reference in these conditions to a Standard includes any future amendments or replacements of that standard.	3. <del>Any reference in these conditions to a Standard includes any future amendments or replacements of that standard.</del>	A Copplestone
<b>Lapse Period</b>	<b>Lapse Period</b>	
4. The designation shall lapse if not given effect to within 15 years from the date on which it is included in the District Plan.	4. The designation shall lapse if not given effect to within <del>15</del> years from the date on which it is included in the District Plan <u>under section 175 of the RMA.</u>	[Copplestone] [Vuletich]

Management Plans	Management Plans	
<p>5. At least 20 working days prior to construction commencing or unless otherwise specified in the conditions below, the management plan(s) specified below shall be submitted to Palmerston North City Council for certification that the management plan(s) meets the objective specified.</p>	<p>5. At least 20 working days prior to <u>commencement of works to which the management plan relates</u> <del>construction commencing</del> or unless otherwise specified in the conditions below, the management plan(s) specified <u>in [Condition 9] below</u> shall be submitted to <u>the [Head of Planning Services] for</u> Palmerston North City Council for certification <del>that the management plan(s) meets the objective specified.</del> <u>The certification process must be confined to confirming that the management plan adequately gives effect to the relevant condition(s).</u></p>	<p>A Cobblestone</p>
	<p>[5A] <u>Subject to [Condition 5B], works to which a management plan relates must not commence until the management plan has been certified by the Palmerston North City Council [Head of Planning Services].</u></p>	<p>A Cobblestone</p>
	<p><b>Management plan certification process</b></p>	
	<p>[5B] <u>In relation to certification of management plans:</u></p> <ul style="list-style-type: none"> <li>(a) <u>If the Requiring Authority has not received a response from the [Head of Planning Services] within 20 working days of the date of submission under [Condition 5], the management plan shall be deemed to be certified.</u></li> <li>(b) <u>If the [Head of Planning Services] response is that they are not able to certify the management plan the Requiring Authority must consider any reasons and recommendations of the [Head of Planning Services] and resubmit an amended management plan for certification.</u></li> <li>(c) <u>If the Requiring Authority has not received a response from the [Head of Planning Services] within 5 working days of the date of resubmission under [(b)] above, the management plan shall be deemed to be certified.</u></li> </ul>	<p>A Cobblestone</p>
<p>6. All works shall be carried out in accordance with the applicable management plan(s) and other plans required by these conditions.</p>	<p>6. All works <u>authorised by this Designation</u> shall be carried out in accordance with:</p> <ul style="list-style-type: none"> <li>(a) the applicable <u>certified</u> management plan(s); and</li> <li>(b) <u>outline plan(s) that have been produced in accordance with section 176A of the RMA or any amended documents or plans prepared in accordance with Condition 9A or 10;</u> and</li> <li>(c) other plans required by these conditions.</li> </ul>	<p>A Cobblestone</p>

	Outline plan(s) (enabling works)	
	<p>[6A] <u>At least 20 working days prior to commencing enabling works, an outline plan(s) must be prepared and submitted to the Council in accordance with section 176A of the RMA for enabling works that are not otherwise a permitted activity pursuant to the District Plan (unless the requirement is waived by the Council), and:</u></p> <p>(a) <u>In addition to the matters required by section 176A(3) of the RMA, the outline plan(s) must, to the extent that those matters are relevant to enabling works, demonstrate that the works meet applicable conditions;</u></p> <p>(b) <u>The outline plan(s) (enabling works) shall specify details of reinstatement of any non-permanent works; and</u></p> <p>(c) <u>shall include the relevant management plans set out in [Condition 9].</u></p>	A Cobblestone
Outline Plan(s)	Outline Plan(s) (construction works)	
7. An outline plan or plans shall be prepared and submitted to the Council in accordance with section 176A of the RMA.	7. <u>At least 20 working days prior to commencing construction works, an</u> outline plan or plans shall be prepared and submitted to the Council in accordance with section 176A of the RMA.	A Cobblestone
8. The outline plan(s) may be submitted for the entire Freight Hub or for one or more stages, aspects, sections, or locations of works.	8. The outline plan(s) may be submitted <u>in relation to all works enabled by the designation for the entire Freight Hub</u> or for one or more stages, aspects, sections, or locations of works.	A Cobblestone
<p>9. The outline plan(s) shall include any relevant plan for the particular design or construction or operational matters being addressed in the outline plan and any updates of any plans. The following must be included in an outline plan or plans (as relevant to the particular design or construction matters being addressed):</p> <p>(a) Construction Management Plan</p> <p>(b) Construction Traffic Management Plan</p> <p>(c) Construction Noise and Vibration Management Plan</p> <p>(d) Landscape and Design Plan</p> <p>(e) Construction Engagement Plan</p> <p>(f) Stormwater Management Plan</p> <p>(g) Stormwater Monitoring and Maintenance Plan</p>	<p>9. The outline plan(s) shall include any relevant plan for the particular design or construction or operational matters being addressed in the outline plan and any updates of any plans. The following must be included in an outline plan or plans (as relevant to the particular design or construction matters being addressed):</p> <p>(a) Construction Management Plan<sub>i</sub></p> <p>(b) Construction Traffic Management Plan<sub>i</sub></p> <p>(c) Construction Noise and Vibration Management Plan<sub>i</sub></p> <p><u>(d) Construction Dust Management Plan;</u></p> <p><u>(e)(f) Landscape and Design Plan;</u></p> <p><u>(f) Construction Engagement Plan;</u></p> <p><u>(g) Stormwater Management Framework; Plan</u></p>	A Cobblestone

<ul style="list-style-type: none"> <li>(h) Road Network Integration Plan</li> <li>(i) Operational Noise and Vibration Management Plan</li> <li>(j) Operational Traffic Management Plan</li> <li>(k) Operational Lighting Design Plan</li> <li>(l) Operational Dust Management Plan</li> </ul>	<ul style="list-style-type: none"> <li><del>(h) Erosion and Sediment Control Plan; Stormwater Monitoring and Maintenance Plan</del></li> <li><del>(i) Road Network Integration Plan;</del></li> <li><del>(j) Operational Noise and Vibration Management Plan;</del></li> <li><del>(k) Operational Traffic Management Plan;</del></li> <li><del>(l) Operational Lighting Design Plan;</del></li> <li><del>(m) Operational <u>Air Quality Dust</u> Management Plan;</del></li> <li><del>(n) <u>Ecological Management Plan</u>;</del></li> <li><del>(o) <u>Record of the Safety in Design process required by Condition [x]</u>;</del></li> <li><del>(p) <u>Concept of Train Operation Simulation required by Condition [x]</u>;</del></li> <li><del>(q) <u>Details of any reinstatement and remediation works.</u></del></li> </ul>	
<b>Amendments to certified management plan(s)</b>		
	<p><del>[9A] A management plan may be amended at the request of the Requiring Authority at any time by following the process in Conditions [Certification Conditions 5-5B], unless the amendment is a minor amendment under Condition [10].</del></p>	A Coplestone
<b>Minor amendments to Management Plans</b>		
<p>10. The documents and plans referred to in condition 9 above may be amended to provide updated information or reflect changes in design, construction methods or the management of effects without the need for a further outline plan where:</p> <ul style="list-style-type: none"> <li>(a) amendment proposed is provided in writing to the Palmerston North City Council; and</li> <li>(b) amendment is in general accordance with the original document or plan, or the amendment is to give effect to an amendment required under another statutory approval.</li> </ul>	<p>10. The documents and plans referred to in [condition 9] <del>above</del> may be amended to provide updated information or reflect changes in design, construction methods or the management of effects without the need for <del>recertification under [Condition 9A], or</del> a further outline plan, where:</p> <ul style="list-style-type: none"> <li><del>(a) the amendment is in general accordance with the original document, <del>or</del> plan <u>or outline plan, and with the relevant conditions under which that document, plan or outline plan was established</u>; or</del></li> <li><del>(b) the amendment is to give effect to an amendment required under another statutory approval;</del></li> </ul> <p><del>and provided that:</del></p> <ul style="list-style-type: none"> <li><del>(c) the amendment proposed is provided in writing to the Palmerston North City Council <u>at least 10 working days prior to the related works being undertaken</u>; and</del></li> <li><del>(d) the Palmerston North City Council confirms in writing that the amendments meet the</del></li> </ul>	A Coplestone

	<u>requirements of (a) or (b).</u>	
	<b>Mana Whenua</b>	
	<p>Mana Whenua Values</p> <p><u>[10A]</u> The Requiring Authority shall prepare a Mana Whenua Engagement Framework <u>within 1 year of confirmation of the designation, and before undertaking the detailed design of the Freight Hub.</u></p>	A Copplestone
	<p><u>[10B]</u> The mana whenua engagement framework shall <u>achieve the objective set out in Condition [10C] and shall</u> be implemented when undertaking all works and activities authorised by the designation.</p>	A Copplestone
	<p><u>[10C]</u> The objective of the Mana Whenua Engagement Framework is to <u>recognise</u> and provide for mana whenua values in the area affected by the Freight Hub, to develop mechanisms to avoid or mitigate effects on mana whenua values through the implementation of agreed monitoring and mitigation measures and <u>to</u> provide opportunities for expression of those values through design.</p>	A Copplestone
	<p><u>[10D]</u> The Requiring Authority must engage with mana whenua to develop the contents of the Mana Whenua Engagement Framework, which may include:</p> <ul style="list-style-type: none"> <li>(a) roles and responsibilities of mana whenua, including in relation to design and development of the Freight Hub;</li> <li>(b) involvement in preparation of <u>the Design Framework and</u> management plans;</li> <li>(c) monitoring activities to be undertaken;</li> <li>(d) involvement in developing and partaking in accidental discovery protocols;</li> <li>(e) site dedication protocols; and</li> <li>(f) opportunities for the expression of mana whenua values in the design and development of the Freight Hub, <u>including through the Design Framework.</u></li> </ul>	A Linzey
	<b>Design Framework</b>	
	<p><u>[10E]</u> <u>The Requiring Authority shall prepare a Design Framework within 1 year of [date NoR is confirmed] and before undertaking the detailed design of the Freight Hub.</u></p>	A Linzey, C Whitby
	<p><u>[10F]</u> <u>The Design Framework shall set out the design principles and design outcomes that the design, construction and operation of the Freight Hub is to achieve.</u></p>	A Linzey, C Whitby

	<p>[10G] <u>The Requiring Authority shall invite and make provision for the Community Liaison Forum and mana whenua to actively participate in the development of the Design Framework, including participation in the definition of the design principles and design outcomes.</u></p>	<p>A Linzey, C Whitby</p>
	<p>[10H] <u>The detailed design of the Freight Hub shall achieve the design principles and design outcomes contained in the Design Framework.</u></p>	<p>A Linzey, C Whitby</p>
	<p>[10I] <u>Any management plan required by conditions of this designation, or outline plan prepared and submitted in accordance with section 176A of the RMA, must give effect to the Design Framework.</u></p>	<p>A Copplestone</p>
	<p>[10J] <u>The Design Framework shall include (but not be limited to) the following design principles and outcomes:</u></p> <p><u>Design Principles:</u></p> <ul style="list-style-type: none"> <li>(a) <u>[Relevant design principles from the North East Industrial Design Guide;</u></li> <li>(b) <u>A whole of landscape approach, to appropriately integrate the Freight Hub with its immediate and wider landscape setting;</u></li> <li>(c) <u>Design of noise mitigation measures to have particular regard of visual amenity, outlook and privacy, and landscape character;</u></li> <li>(d) <u>Design of lighting to have particular regard to visual amenity, landscape character and natural darkness of the night sky;</u></li> <li>(e) <u>Design of buildings and structures to reflect, where practicable, the rural character and context of the receiving environment;</u></li> <li>(f) <u>Design principles which reflect community identity and place and/or cultural and historical values;]</u></li> </ul> <p><u>Design Outcomes:</u></p> <ul style="list-style-type: none"> <li>(g) <u>[Design outcomes to reflect KiwiRail’s operational requirements;</u></li> <li>(h) <u>The maximisation of beneficial outcomes for natural character, rural character and visual amenity, to complement a high-quality landscape;</u></li> <li>(i) <u>Maintenance and/or enhancement of amenity values in the wider landscape, including the sensory appreciation of the rural landscape (including but not limited to visual aspects);</u></li> <li>(j) <u>Provision for community connectivity around the site, including pedestrian and cycle access to</u></li> </ul>	<p>For discussion</p>

	<u>and from Bunnythorpe. ]</u>	
Communication and Engagement	Communication and Engagement	
<p><u>Community Liaison Forum</u></p> <p>11. At least 12 months prior to construction the Requiring Authority shall establish a Community Liaison Forum.</p>	<p><u>Community Liaison Forum</u></p> <p>11. <u>Within 1 year of [date the NoR is confirmed]</u> <del>At least 12 months prior to construction</del> the Requiring Authority shall establish a Community Liaison Forum.</p>	A Cobblestone
<p>12. The Requiring Authority shall maintain the Community Liaison Forum until at least 6 months after practical completion of construction of all main components of the Freight Hub.</p>	<p>12. The Requiring Authority shall maintain the Community Liaison Forum until at least 6 months after practical completion of construction <u>and commencement of operation</u> of all main <u>stages and</u> components of the Freight Hub.</p>	A Cobblestone
<p>13. The purpose of the Community Liaison Forum is to provide an interactive forum through which the Requiring Authority can provide information to and receive feedback from the community on any matters relating to the construction and operation of the Freight Hub, including updates on material changes in design or activity.</p>	<p>13. The purpose of the Community Liaison Forum is to provide an interactive forum through which the Requiring Authority can provide information to and receive feedback from the community on any matters relating to the <u>design</u>, construction and operation of the Freight Hub, including <u>the staging of development, the timing and nature of mitigation works proposed and</u> updates on material changes in design or activity.</p>	A Cobblestone
<p>14. The Community Liaison Forum shall be open to mana whenua and all interested residents and organisations within the vicinity of the Site.</p>	<p>14. The Community Liaison Forum shall be open to mana whenua and all interested residents and organisations within the vicinity of the Site.</p>	Agreed
<p>15. The Requiring Authority shall develop and implement:</p> <p>(a) a process for identifying particular parties that may be interested in the Community Liaison Forum, including:</p> <ul style="list-style-type: none"> <li>(i) Bunnythorpe School and any childcare facilities;</li> <li>(ii) Community groups (including Bunnythorpe Community Centre, faith-based groups and residents organisations);</li> <li>(iii) Businesses (including in Bunnythorpe village and NEIZ);</li> <li>(iv) cycling and walking groups (including Te Araroa Manawatū Trust); and</li> </ul> <p>(b) the methods of communication with those who want to be informed and/or participate in the Community Liaison Forum.</p>	<p>15. The Requiring Authority shall develop and implement:</p> <p>(a) a process for identifying particular parties that may be interested in <u>participating in</u> the Community Liaison Forum, including:</p> <ul style="list-style-type: none"> <li>(i) Bunnythorpe School and any childcare facilities;</li> <li>(ii) Community groups (including Bunnythorpe Community Centre, faith-based groups and residents organisations);</li> <li>(iii) Businesses (including in Bunnythorpe village and NEIZ);</li> <li>(iv) <u>Cycling</u> and walking groups (including Te Araroa Manawatū Trust); and</li> </ul> <p>(b) the methods of communication with those who want to be informed and/or participate in the Community Liaison Forum.</p>	A Cobblestone

<p>16. The Requiring Authority shall determine the frequency of updates to the community through the forum, which shall be at least every six months during construction and 12 months during operation.</p>	<p>16. The Requiring Authority shall determine the frequency of updates to the community through the <u>Community Liaison Forum</u>, which shall be at least every six months during <u>detailed design and construction</u> and <u>at least every 12 months</u> during operation.</p>	<p>A Coplestone</p>
<p>17. The Requiring Authority shall ensure that the forum provides opportunities for the community to provide feedback, including feedback on draft plans and updates of any plans prepared in accordance with the conditions of this Notice of Requirement with the Requiring Authority recording any feedback provided and how it has been considered.</p>	<p>17. The Requiring Authority shall:</p> <p>(a) ensure that the <u>Community Liaison Forum</u> provides opportunities for the community to provide feedback, including feedback on:</p> <ul style="list-style-type: none"> <li>(i) <u>the draft Design Framework;</u></li> <li>(ii) <u>draft documents and plans set out in [Condition 9] and any proposed updates to them; of any plans prepared in accordance with the conditions of this Notice of Requirement</u></li> <li>(iii) <u>implementation of the documents and plans set out in [Condition 9];</u></li> <li>(iv) <u>any staging of construction;</u></li> <li>(v) <u>the timing and nature of mitigation works proposed. <del>with t</del></u></li> </ul> <p>(b) recording any feedback provided <u>via the Community Liaison Forum</u> and how it has been considered <u>by the Requiring Authority, and report this information back to the community via the Community Liaison Forum.</u></p>	<p>A Coplestone, A Linzey</p>
<p><u>Community Liaison Person</u></p> <p>18. Within 12 months of the [date the NoR is confirmed] the Requiring Authority shall appoint a Community Liaison Person.</p>	<p><u>Community Liaison Person</u></p> <p>18. Within 12 months of the [date the NoR is confirmed] the Requiring Authority shall appoint a Community Liaison Person.</p>	<p>Agreed</p>
<p>19. The Community Liaison Person role shall be in place until at least 6 months after practical completion of all main components of the Freight Hub.</p>	<p>19. The Community Liaison Person role shall be in place until at least 6 months after practical completion of <u>construction and commencement of operation of</u> all main <u>stages and</u> components of the Freight Hub.</p>	<p>A Coplestone</p>
<p>20. The role of the Community Liaison Person is to provide a point of contact for the community on behalf of the Requiring Authority for all enquiries relating to the Freight Hub, including land acquisition, construction or operational matters.</p>	<p>20. The role of the Community Liaison Person is to provide a point of contact for the community on behalf of the Requiring Authority for all enquiries relating to the Freight Hub, including land acquisition, construction or operational matters.</p>	<p>Agreed</p>
<p>21. The Community Liaison Person will be responsible for administering the Community Liaison Forum, once established in accordance with condition 11.</p>	<p>21. The Community Liaison Person will be responsible for administering the Community Liaison Forum, once established in accordance with condition 11.</p>	<p>Agreed</p>

22. The Requiring Authority shall make the contact details of the Community Liaison Person available to the community.	22. The Requiring Authority shall make the contact details of the Community Liaison Person available to the community.	Agreed
<u>Construction Engagement Plan</u>		
23. The Requiring Authority shall prepare a Construction Engagement Plan and implement the plan for the duration of construction.	23. The Requiring Authority shall prepare a Construction Engagement Plan and implement the plan for the duration of construction.	Agreed
24. The objective of the Construction Engagement Plan shall be to outline a process to ensure that the community is provided with construction information during construction of the Freight Hub.	24. <del>The Construction Engagement Plan shall outline a process to ensure that the community is provided with construction information during construction of the Freight Hub.</del>	Not needed
25. The Construction Engagement Plan shall include:  (a) Contact details of the Community Liaison Person appointed pursuant to condition 18.  (b) A process for identifying the parties that will be communicated with, and the methods of communication.  (c) Information on and the methods for communicating the following:  (i) likely construction works and programme;  (ii) hours of construction where these are outside of normal working hours or on weekends or public holidays, including night-time heavy vehicle movements;  (iii) routes for construction vehicles, including vehicle movements and types (ie light or heavy vehicles);  (iv) any temporary traffic management measures, including changes to pedestrian and cycling routes, public transport and school bus routes and the reinstatement of those routes;  (v) progress of any construction works against key project milestones and completion dates; and  (vi) the Construction Traffic Management Plan developed pursuant to condition 57.	25. The Construction Engagement Plan shall include:  (a) Contact details of the Community Liaison Person appointed pursuant to condition 18.  (b) A process for identifying the parties that will be communicated with, and the methods of communication.  (c) Information on and the methods for communicating the following <u>to the community</u> :  (i) likely construction works and programme;  (ii) hours of construction where these are outside of normal working hours or on weekends or public holidays, including night-time heavy vehicle movements;  (iii) routes for construction vehicles, including vehicle movements and types (ie light or heavy vehicles);  (iv) any temporary traffic management measures, including changes to pedestrian and cycling routes, public transport and school bus routes and the reinstatement of those routes;  (v) progress of any construction works against key project milestones and completion dates; and  (vi) the Construction Traffic Management Plan developed pursuant to condition 57.	Agreed
<u>Complaints Register</u>		
26. Within 12 months of [date the NoR is confirmed] the Requiring Authority shall establish a register of any complaints received and action undertaken by the Requiring Authority in response to the complaint, and maintain the register until completion of construction of the Freight Hub.	26. Within 12 months of [date the NoR is confirmed] the Requiring Authority shall establish a register of any complaints received and action undertaken by the Requiring Authority in response to the complaint, and maintain the register until <u>at least 6 months after practical completion and commencement of operation of all main stages and components</u> of the Freight Hub.	A Copplesstone

<p>27. The complaints register must include:</p> <ul style="list-style-type: none"> <li>(a) the name and contact details of the complainant;</li> <li>(b) the nature and details of the complaint; and</li> <li>(c) measures taken by the Requiring Authority to respond to the complaint or where any measures have not been taken, the reasons why.</li> </ul>	<p>27. The complaints register must include:</p> <ul style="list-style-type: none"> <li>(a) the name and contact details of the complainant;</li> <li>(b) the nature and details of the complaint; and</li> <li>(c) measures taken by the Requiring Authority to respond to the complaint or where any measures have not been taken, the reasons why.</li> </ul>	<p>Agreed</p>
<p>28. The complaints register shall be made available to Palmerston North City Council upon request.</p>	<p>28. The complaints register shall be made available to Palmerston North City Council upon request.</p>	<p>Agreed</p>
<p>29. The Requiring Authority shall provide regular updates to the community through the Community Liaison Forum on complaints received and any measures to address any complaints identified.</p>	<p>29. The Requiring Authority shall provide regular updates to the community through the Community Liaison Forum on complaints received and any measures to address any complaints identified.</p>	<p>Agreed</p>
<p><b>Mana Whenua</b> <u>Mana Whenua Values</u></p> <p>30. The Requiring Authority shall prepare a Mana Whenua Engagement Framework.</p>	<p>[Moved up]</p>	
<p>31. The objective of the Mana Whenua Engagement Framework is to recognize and provide for mana whenua values in the area affected by the Freight Hub, to develop mechanisms to avoid or mitigate effects on mana whenua values through the implementation of agreed monitoring and mitigation measures and provide opportunities for expression of those values through design.</p>	<p>[Moved up]</p>	
<p>32. The Requiring Authority shall engage with mana whenua to develop the contents of the Mana Whenua Engagement Framework, which may include:</p> <ul style="list-style-type: none"> <li>(a) roles and responsibilities of mana whenua, including in relation to design and development of the Freight Hub;</li> <li>(b) involvement in preparation of management plans;</li> <li>(c) monitoring activities to be undertaken;</li> <li>(d) involvement in developing and partaking in accidental discovery protocols;</li> <li>(e) site dedication protocols; and</li> <li>(f) opportunities for the expression of mana whenua values in the design and development of the Freight Hub.</li> </ul>	<p>[Moved up]</p>	
<p><b>Contamination</b></p>	<p><b>Contamination</b></p>	

<p>33. The Requiring Authority shall undertake a detailed site investigation in accordance with the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 ("<b>NES-CS</b>") and obtain any resource consents required under the NES-CS.</p>	<p>33. The Requiring Authority shall undertake a detailed site investigation in accordance with the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 ("<b>NES-CS</b>") and obtain any resource consents required under the NES-CS.</p>	<p>Agreed</p>
<p>34. The Requiring Authority shall ensure that any contaminated soil identified from the detailed site investigation is managed in accordance with the requirements of the NES-CS, and where appropriate prepare a Contaminated Site Management Plan.</p>	<p>34. The Requiring Authority shall ensure that any contaminated soil identified from the detailed site investigation is managed in accordance with the requirements of the NES-CS, and where appropriate prepare a Contaminated Site Management Plan.</p>	<p>Agreed</p>
<p><b>Archaeology</b></p>	<p><b>Archaeology</b></p>	
<p>35. The Requiring Authority shall ensure that where any land disturbing works occur in an area of the Designation which is not subject to an archaeological authority under the Heritage New Zealand Pouhere Taonga Act 2014, an accidental discovery protocol is in place.</p>	<p>35. The Requiring Authority shall ensure that where any land disturbing works occur in an area of the Designation which is not subject to an archaeological authority under the Heritage New Zealand Pouhere Taonga Act 2014, an accidental discovery protocol is in place.</p>	<p>Agreed</p>
<p>36. The accidental discovery protocol shall be prepared in collaboration with mana whenua and in consultation with Heritage New Zealand Pouhere Taonga, and shall include:</p> <ul style="list-style-type: none"> <li>(a) details of contractor training regarding the skills necessary to be aware of the possible presence of cultural or archaeological sites or material;</li> <li>(b) general procedures following the accidental discovery of possible archaeological sites, kōiwi tangata, wahi tapu or wahi taonga, including the requirement to immediately cease enabling or construction works in the vicinity of the discovery and the requirement to notify parties including, but not limited to, Heritage New Zealand Pouhere Taonga;</li> <li>(c) in the event that kōiwi tangata or taonga are discovered, work must cease immediately in the vicinity of the remains and mana whenua, Heritage New Zealand Pouhere Taonga, New Zealand Police and Palmerston North City Council must be contacted;</li> <li>(d) procedures for the custody of taonga (excluding kōiwi tangata) or material found at an archaeological site; and</li> <li>(e) activities that must be undertaken before construction activities in the vicinity of a discovery may recommence, including appropriate tikanga, recording, recovery of artifacts, and engagement.</li> </ul>	<p>36. The accidental discovery protocol shall be prepared in collaboration with mana whenua and in consultation with Heritage New Zealand Pouhere Taonga, and shall include:</p> <ul style="list-style-type: none"> <li>(a) details of contractor training regarding the skills necessary to be aware of the possible presence of cultural or archaeological sites or material;</li> <li>(b) general procedures following the accidental discovery of possible archaeological sites, kōiwi tangata, wahi tapu or wahi taonga, including the requirement to immediately cease enabling or construction works in the vicinity of the discovery and the requirement to notify parties including, but not limited to, Heritage New Zealand Pouhere Taonga;</li> <li>(c) in the event that kōiwi tangata or taonga are discovered, work must cease immediately in the vicinity of the remains and mana whenua, Heritage New Zealand Pouhere Taonga, New Zealand Police and Palmerston North City Council must be contacted;</li> <li>(d) procedures for the custody of taonga (excluding kōiwi tangata) or material found at an archaeological site; and</li> <li>(e) activities that must be undertaken before construction activities in the vicinity of a discovery may recommence, including appropriate tikanga, recording, recovery of artifacts, and engagement.</li> </ul>	<p>Agreed</p>
<p><b>Stormwater</b></p>	<p><b>Stormwater</b></p>	

<p><u>Stormwater Management Report</u></p> <p>37. The Requiring Authority shall prepare and submit a Stormwater Management Report with the first outline plan to Palmerston North City Council containing details of the stormwater detention ponds.</p>	<p><u>Stormwater Management Framework Report</u></p> <p>37. The Requiring Authority shall prepare <u>and implement and submit a the</u> Stormwater Management Framework described in Appendix B of the Technical Report G- Stormwater Flooding Assessment, which details the stormwater management system for the Freight Hub. <del>Report. The Stormwater Management Framework must incorporate any requirements of any relevant regional council consents for the Freight Hub. The Stormwater Management Framework shall be submitted</del> with the first outline plan to Palmerston North City Council <del>containing details of the stormwater detention ponds.</del></p>	<p>D Arseneau</p>
	<p>[37A]</p> <p>(a) <u>The Requiring Authority shall provide a copy of the draft Stormwater Management Framework to Palmerston North City Council, mana whenua and the Manawatu-Whanganui Regional Council for review and feedback at least 20 working days prior to submitting the Stormwater Management Framework as required by [Condition 37].</u></p> <p>(b) <u>The Requiring Authority shall include details of the feedback provided by Palmerston North City Council, mana whenua and the Manawatu-Whanganui Regional Council and how this feedback has been incorporated (or reasons why it has not been incorporated) in the submitted Stormwater Management Framework.</u></p>	<p>A Copplestone</p>
<p>38. The Stormwater Management Report shall be prepared by a suitably qualified and experienced person.</p>	<p>38. The Stormwater Management <u>Framework Report</u> shall be prepared by a suitably qualified and experienced person.</p>	<p>A Copplestone</p>
<p>39. The purpose of the Stormwater Management Report is to confirm the design of the stormwater detention ponds is sufficient to mitigate the potential downstream flooding effects as a result of any increased stormwater runoff from the Freight Hub and/or the loss of flood plain storage as a result of the site formation.</p>	<p>39. The <del>objective purpose</del> of the Stormwater Management <u>Framework Report</u> is to <u>provide the detailed sizing and design of the stormwater management system to ensure that it will mitigate adverse effects from stormwater and flooding generated by the Freight Hub. confirm the design of the stormwater detention ponds is sufficient to mitigate the potential downstream flooding effects as a result of any increased stormwater runoff from the Freight Hub and/or the loss of flood plain storage as a result of the site formation.</u></p>	<p>D Arseneau</p>
<p>40. The Stormwater Management Report shall:</p> <p>(a) outline the results of hydraulic modelling of the Mangaone Stream Catchment as affected by the Freight Hub; and</p> <p>(b) confirm the appropriate size of the stormwater detention ponds.</p>	<p>40. The Stormwater Management <del>Report</del> <u>Framework</u> shall:</p> <p><del>(a) outline the results of hydraulic modelling of the Mangaone Stream Catchment as affected by the Freight Hub; and</del></p> <p><del>(b) confirm the appropriate size of the stormwater detention ponds.</del></p>	<p>D Arseneau</p>

	<ul style="list-style-type: none"> <li>(a) <u>achieve the objective in Condition [39];</u></li> <li>(b) <u>address, as a minimum, the matters in Appendix B of Technical Report G – Stormwater Flooding Assessment; and</u></li> <li>(c) <u>be prepared in general accordance with the assumptions set out in Appendix A of Technical Report G – Stormwater Flooding Assessment.</u></li> </ul>	
<p><u>Stormwater Management and Monitoring Plan</u></p> <p>41. The Requiring Authority shall prepare and implement a Stormwater Management and Monitoring Plan.</p>	<p><u>Stormwater Management and Monitoring Plan</u></p> <p><del>41. The Requiring Authority shall prepare and implement a Stormwater Management and Monitoring Plan.</del></p>	Conditions 41 – 44 are covered by Reporting Officers Conditions 37 - 40
<p>42. The objective of the Stormwater Management and Monitoring Plan is to outline the design features for the effective operation of the stormwater system, and the methods for the monitoring and maintenance of the stormwater system.</p>	<p><del>42. The objective of the Stormwater Management and Monitoring Plan is to outline the design features for the effective operation of the stormwater system, and the methods for the monitoring and maintenance of the stormwater system.</del></p>	D Arseneau
<p>43. The Stormwater Management and Monitoring Plan shall be prepared by a suitably qualified and experienced person.</p>	<p><del>43. The Stormwater Management and Monitoring Plan shall be prepared by a suitably qualified and experienced person.</del></p>	D Arseneau
<p>44. The Stormwater Management and Monitoring Plan shall include:</p> <ul style="list-style-type: none"> <li>(a) design measures to assist with achieving hydraulic neutrality and methods to assist with stormwater treatment and contaminant removal utilising natural systems including retention areas, permeable surfaces, wetland/swales and appropriate vegetation;</li> <li>(b) the methods that will be used for the operation and maintenance of the stormwater management system to ensure its successful long-term performance, including sediment removal, clearance of debris, replacement of vegetation, and training of operators; and</li> <li>(c) details of the location and operation of any stormwater outlets from the site, including emergency spillway.</li> </ul>	<p><del>44. The Stormwater Management and Monitoring Plan shall include:</del></p> <ul style="list-style-type: none"> <li><del>(d) design measures to assist with achieving hydraulic neutrality and methods to assist with stormwater treatment and contaminant removal utilising natural systems including retention areas, permeable surfaces, wetland/swales and appropriate vegetation;</del></li> <li><del>(e) the methods that will be used for the operation and maintenance of the stormwater management system to ensure its successful long-term performance, including sediment removal, clearance of debris, replacement of vegetation, and training of operators; and</del></li> <li><del>(f) details of the location and operation of any stormwater outlets from the site, including emergency spillway.</del></li> </ul>	D Arseneau
	<p><u>Erosion and Sediment Control Plan</u></p> <p><del>[41] The Requiring Authority shall prepare and implement, for the duration of enabling and construction works, an Erosion and Sediment Control Plan which achieves the objective set out in Condition [43].</del></p>	D Arseneau

	<p>[42] <u>The objective of the Erosion and Sediment Control Plan is to minimise sediment discharge from the site or works or part thereof.</u></p>	D Arseneau
	<p>[43] <u>The Erosion and Sediment Control Plan shall as a minimum be based upon and incorporate those specific principles and practices which are appropriate for the works and contained within the document titled “Erosion and Sediment Control – Guidelines for the Wellington Region, dated June 2006” and shall include at least the following:</u></p> <ul style="list-style-type: none"> <li>(a) <u>details of all principles, procedures and practices that will be implemented to undertake erosion and sediment control to minimise the potential for sediment discharge from the site;</u></li> <li>(b) <u>the design criteria, supporting calculations, dimensions and contributing catchments of all key erosion and sediment control structures, including (but not limited to) diversion bunds/channels and decanting structures (if any);</u></li> <li>(c) <u>a site contour plan of a suitable scale that identifies:</u> <ul style="list-style-type: none"> <li>(i) <u>the extent of soil disturbance and vegetation removal;</u></li> <li>(ii) <u>areas of cut and fill;</u></li> <li>(iii) <u>locations of topsoil stockpiles;</u></li> <li>(iv) <u>all key erosion and sediment control structures;</u></li> <li>(v) <u>the boundaries and area of catchments contributing to all erosion and sediment control devices;</u></li> <li>(vi) <u>the locations of all specific points of discharge to the environment; and</u></li> <li>(vii) <u>any other relevant site information.</u></li> </ul> </li> <li>(d) <u>A construction timetable and staging plan for the erosion and sediment control works and the earthworks proposed;</u></li> <li>(e) <u>Specific design and construction details (including erosion and sediment controls) for all earthworks;</u></li> <li>(f) <u>Timetable and nature of progressive site rehabilitation and any re-vegetation proposed;</u></li> <li>(g) <u>Maintenance, monitoring and reporting procedures;</u></li> </ul>	D Arseneau

	<p>(h) <u>Rainfall response and contingency measures including procedures to minimise adverse effects in the event of extreme rainfall events and/or the failure of any key erosion and sediment control structures;</u></p> <p>(i) <u>Procedures and timing for review and/or amendment to the Erosion and Sediment Control Plan; and</u></p> <p>(j) <u>Identification and contact details of personnel responsible for the operation and maintenance of all key erosion and sediment control structures.</u></p> <p><u>The Requiring Authority shall ensure that a copy of the Erosion and Sediment Control Plan, including any certified amendments, is kept onsite and that this copy is updated within 5 working days of any amendments being certified.</u></p> <p><b><u>Advice Note</u></b></p> <p><u>Any Erosion and Sediment Control Plan that is approved or certified by the Manawatū-Whanganui Regional Council for any regional resource consent required for the works shall be deemed to meet the requirements of this condition.</u></p>	
<p><b>Level Crossing Safety Impact Assessment</b></p>	<p><b>Level Crossing Safety Impact Assessment</b></p>	
<p>45. At least 12 months prior to submission of the first outline plan, the Requiring Authority shall commission Level Crossing Safety Impact Assessment(s) or update any existing assessment in relation to the impact of the Freight Hub on the following crossings:</p> <ul style="list-style-type: none"> <li>(a) the Campbell Road/Kairanga Bunnythorpe Road level crossing;</li> <li>(b) the Waughs Road/Campbell Road level crossing;</li> <li>(c) pedestrian level crossings in the vicinity of Aorangi Marae and Taonui School; and</li> <li>(d) Campbell Road crossing south of Feilding.</li> </ul>	<p>45. At least 12 months prior to submission of the first outline plan, the Requiring Authority shall commission Level Crossing Safety Impact Assessment(s) or update any existing assessments <del>in</del> <u>in</u> relation to <u>determine</u> the impact of the Freight Hub on the following crossings:</p> <ul style="list-style-type: none"> <li>(a) the Campbell Road/Kairanga Bunnythorpe Road level crossing;</li> <li>(b) the Waughs Road/Campbell Road level crossing;</li> <li>(c) pedestrian level crossings in the vicinity of Aorangi Marae and Taonui School; <del>and</del></li> <li>(d) Campbell Road crossing south of Feilding;</li> <li>(e) <u>Roberts Line level crossing; and</u></li> <li>(f) <u>Clevely Line level crossing;</u></li> </ul> <p><u>The Requiring Authority shall provide copies of the Level Crossing Safety Impact Assessments to the Palmerston North City Council and/or Manawatu District Council for information.</u></p>	<p>R van Bentum, A Copplestone</p>
<p>46. The Requiring Authority will engage with Palmerston North City Council and Manawatu District Council to determine how to appropriately allocate implementation responsibilities based on the</p>	<p>46. The Requiring Authority will engage with Palmerston North City Council and Manawatu District Council to <del>determine how to</del> appropriately allocate <del>implementation</del> responsibilities <u>for, and agree</u></p>	<p>A Copplestone</p>

<p>recommendations in each Level Crossing Safety Impact Assessment and agree the allocation of responsibilities if any upgrade is required.</p>	<p><del>the timing of, implementation of based on</del> the recommendations in each Level Crossing Safety Impact Assessment, <del>including and agree the allocation of responsibilities</del> if any upgrade is required.</p>	
	<p>[46A] <del>Prior to undertaking any level crossing upgrade works for which they have been allocated responsibility in accordance with Condition [46], t</del>The Requiring Authority shall seek permission from Palmerston North City Council <del>or</del> Manawatu District Council.</p>	<p>A Coplestone</p>
<p><b>Road Network Integration Plan</b></p>	<p><b>Road Network Integration Plan</b></p>	
<p>47. At least 12 months prior to submission of the first outline plan of works, the Requiring Authority shall prepare a Road Network Integration Plan.</p>	<p>47. At least 12 months prior to submission of the first outline plan of works, the Requiring Authority shall prepare a Road Network Integration Plan.</p>	<p>Agreed</p>
<p>48. The objective of the Road Network Integration Plan is to ensure that the roading network for the Freight Hub is appropriately managed and safely and efficiently integrated with the wider transport network.</p>	<p>48. The objective of the Road Network Integration Plan is to ensure that the roading network for the Freight Hub is appropriately managed and safely and efficiently integrated with the wider transport network, <u>including to maintain existing levels of service and minimise disruption.</u></p>	<p>Agreed</p>
<p>49. The Requiring Authority shall consult and share information with Palmerston North City Council, Horizons Regional Council, Manawatu District Council and Waka Kotahi NZ Transport Agency in preparing the Road Network Integration Plan (and any updates).</p>	<p>49. The Requiring Authority shall consult and share information with Palmerston North City Council, Horizons Regional Council, Manawatu District Council and Waka Kotahi NZ Transport Agency <u>when</u> preparing the Road Network Integration Plan (and any updates).</p> <p><b><u>Advice Note</u></b></p> <p><u>Any network connections or changes to the road network will require the consent of the relevant Road Controlling Authority.</u></p>	<p>A Coplestone</p>
<p>50. The Road Network Integration Plan shall include:</p> <ul style="list-style-type: none"> <li>(a) the timing for the closure of and/or the legal stopping of any relevant roads (or sections of roads, as the case may be), including Railway Road, Clevely Line, Te Ngaio Road and Roberts Line;</li> <li>(b) the location, timing and design of any access to the Freight Hub;</li> <li>(c) the timing and form of any changes and upgrades required to existing property accesses, intersections and roads required for construction and operation of the Freight Hub to be delivered by the Requiring Authority including: <ul style="list-style-type: none"> <li>i. changes as a result of the closure of Te Ngaio Road and existing Railway Road termination;</li> <li>ii. a perimeter road along the western side of the Freight Hub between Maple Street</li> </ul> </li> </ul>	<p>50. The Road Network Integration Plan shall <u>achieve the objective in Condition [48], and shall</u> include:</p> <ul style="list-style-type: none"> <li>(a) the timing for the closure of and/or the legal stopping of any relevant roads (or sections of roads, as the case may be), including Railway Road, Clevely Line, Te Ngaio Road and Roberts Line;</li> <li>(b) the location, timing and design of any access to the Freight Hub;</li> <li>(c) the timing and form of any changes and upgrades required to existing property accesses, intersections and roads required for construction and operation of the Freight Hub to be delivered by the Requiring Authority including: <ul style="list-style-type: none"> <li>i. changes as a result of the closure of Te Ngaio Road and existing Railway Road termination;</li> <li>ii. a perimeter road along the western side of the Freight Hub between Maple Street and</li> </ul> </li> </ul>	<p>A Coplestone, H Fraser</p>

<p>and Roberts Line that includes a safe separated shared path;</p> <ul style="list-style-type: none"> <li>iii. a new Intersection between Roberts Line and the perimeter road;</li> <li>iv. extension of Richardsons Line north of the Roberts Line to a Freight Hub access;</li> <li>v. two additional Freight Hub accesses via the perimeter road on the northern and western boundaries; and</li> <li>vi. accesses to 422 and 422A Railway Road (the legal descriptions being SEC 1480 BLK VII KAIRANGA SD and LOT 1 DP 74613).</li> </ul> <ul style="list-style-type: none"> <li>(d) the timing for the closure of any level crossings;</li> <li>(e) the proposed speed limits for any new roads and changes to speed limits for existing roads;</li> <li>(f) the location and timing and form of any changes and upgrades to pedestrian walkways, cycleways and public transport facilities, including new or relocated bus stops;</li> <li>(g) the location and timing of confirmed and funded upgrades or additions to the wider transport network and the identification of opportunities for that wider transport network to integrate with any roading upgrades and connections required for construction and operation of the Freight Hub; and</li> <li>(h) details of the feedback provided by Palmerston North City Council, Horizons Regional Council, Manawatu District Council and Waka Kotahi NZ Transport Agency and how this has been incorporated into the Road Network Integration Plan, including any feedback regarding the location and timing of a ring road and/or any bypasses of Bunnythorpe, and how these connections integrate with the roading network required for the construction and operation of the Freight Hub; and</li> <li>(i) the timing of reviews and frequency of updates to the Road Network Integration Plan, based on the matters outlined.</li> </ul>	<p>Roberts Line <del>that includes a safe separated shared path;</del></p> <ul style="list-style-type: none"> <li>iii. a <u>continuous safe separated shared path of at least 2.5m in width between Maple Street and the intersection Roberts Line and Railway Road;</u></li> <li>iv. a new Intersection between Roberts Line and the perimeter road;</li> <li>v. extension of Richardsons Line north of <del>the</del> Roberts Line <u>intersection</u> to a Freight Hub access;</li> <li>vi. two additional Freight Hub accesses via the perimeter road on the northern and western boundaries; and</li> <li>vii. accesses to 422 and 422A Railway Road (the legal descriptions being SEC 1480 BLK VII KAIRANGA SD and LOT 1 DP 74613).</li> </ul> <ul style="list-style-type: none"> <li>(d) the timing for the closure of any level crossings;</li> <li>(e) the proposed speed limits for any new roads and changes to speed limits for existing roads;</li> <li>(f) the location and timing and form of any changes and upgrades to pedestrian walkways, cycleways and public transport facilities, including new or relocated bus stops;</li> <li>(g) the location and timing of confirmed and funded upgrades or additions to the wider transport network and the identification of <u>potential alternative ways for the opportunities for that</u> wider transport network to integrate with any roading upgrades and connections required for construction and operation of the Freight Hub; and</li> <li>(h) details of the feedback provided by Palmerston North City Council, Horizons Regional Council, Manawatu District Council and Waka Kotahi NZ Transport Agency and how this has been incorporated into the Road Network Integration Plan, including any feedback regarding the location and timing of a ring road and/or any bypasses of Bunnythorpe, and how these connections integrate with the roading network required for the construction and operation of the Freight Hub; and</li> <li>(i) the timing of reviews and frequency of updates to the Road Network Integration Plan, based on the matters outlined <u>above</u>.</li> </ul>	
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Roading connections and upgrades	Roading connections and upgrades	
<p>51. Unless alternative access to the Freight Hub is provided that no longer requires the perimeter road (or a relevant part of it) to be constructed, the Requiring Authority shall construct the perimeter road (or relevant part) to connect to the adjacent road network and ensure the road (or relevant part) is fully operational prior to the closure of Railway Road.</p>	<p>51. Unless alternative access to the Freight Hub is provided that no longer requires the perimeter road (or a relevant part of it) to be constructed, the Requiring Authority shall:</p> <ul style="list-style-type: none"> <li>(a) construct the perimeter road (or relevant part), <u>including the separated shared path;</u></li> <li>(b) <u>connect it to</u> <del>connect to</del> the adjacent road network; <del>and</del></li> <li>(c) ensure the <u>perimeter</u> road (or relevant part) is <u>vested in the Palmerston North City Council;</u> <u>and</u></li> <li>(d) <u>open the perimeter road (or relevant part) to the public;</u> <del>fully operational</del></li> </ul> <p>prior to the closure of Railway Road.</p>	<p>A Copplestone, H Fraser</p>
	<p><u>[51A] The Requiring Authority shall establish and maintain a safe connection across the North Island Main Trunk Line for cyclists and pedestrians, located within 200m of the Roberts Line level crossing (that is to be removed), or at such other location as agreed between the Palmerston North City Council and the Requiring Authority.</u></p>	<p>R van Bentum</p>
	<p><u>Vesting of roads</u></p> <p><u>[51B] All new and realigned roads that are intended to be controlled by the Palmerston North City Council as road controlling authority shall be vested in the Palmerston North City Council upon their completion.</u></p>	<p>A Copplestone</p>
	<p><u>[51C] All new roads and vehicle crossings shall be designed and constructed in accordance with the Palmerston North City Council's roading standards.</u></p>	<p>A Copplestone</p>
<p>52. Unless otherwise provided by other road controlling authorities, the upgrades listed in condition 50(c) shall be delivered by the Requiring Authority according to the timing outlined in the Road Network Integration Plan.</p>	<p>52. Unless otherwise provided by other road controlling authorities, the upgrades listed in condition 50(c) shall be delivered by the Requiring Authority according to the timing outlined in the Road Network Integration Plan.</p>	<p>Agreed</p>
Landscape and Design Plan	Landscape and Design Plan	
<p>53. The Requiring Authority shall prepare and submit a Landscape and Design Plan with the first outline plan to Palmerston North City Council. The Requiring Authority shall implement the Landscape and Design Plan.</p>	<p>53. The Requiring Authority shall prepare and submit a Landscape and Design Plan with the first outline plan to Palmerston North City Council. The Requiring Authority shall implement the Landscape and Design Plan.</p>	<p>Agreed</p>

<p>54. The objective of the Landscape and Design Plan is to outline the measures to be incorporated into the Freight Hub design, to manage potential adverse effects of the Freight Hub on landscape, visual amenity and natural character.</p>	<p>54. The objective of the Landscape and Design Plan is to <del>specify outline</del> the measures to be incorporated into the Freight Hub design, to <del>manage-avoid, remedy or mitigate</del> potential adverse effects of the Freight Hub on landscape, visual amenity and natural character.</p>	<p>A Copplestone</p>
<p>55. The Landscape and Design Plan shall be prepared by a suitably qualified and experienced person.</p>	<p>55. The Landscape and Design Plan shall be prepared by a suitably qualified and experienced person.</p>	<p>Agreed</p>
<p>56. The Landscape and Design Plan shall include:</p> <p>(a) design principles and design outcomes that have informed the design of the Freight Hub and the extent to which those meet:</p> <p>i. KiwiRail’s operational requirements and any other plans required under the conditions of this Designation; and</p> <p>ii. the North East Industrial Design Guide. Where a different approach to the North East Industrial Design Guide is proposed, the Landscape and Design Plan shall outline the reasons for a departure from the approach and outline why the alternative approach is preferred.</p> <p>(b) the location and types of proposed landscape and visual amenity plantings (including plant size, numbers and spacing), including planting of stormwater detention ponds, stream and riparian margins, cut faces, fill batters, and show how these plantings and any other appropriate design measures (including but not limited to the final form, finish and articulation of the proposed buildings and batter heights and slopes):</p> <p>i. integrate the built forms including roof lines and walls of the Freight Hub and the related earthworks into the surrounding environment;</p> <p>ii. mitigate visual amenity effects in relation to residential properties;</p> <p>iii. contribute to the open watercourse and stormwater ponds appearing as natural features and enhancing local biodiversity;</p> <p>iv. comply with the Electricity (Hazards from Trees) Regulations 2003, including at full maturity; and</p> <p>v. comply with any regional consents.</p> <p>(c) how the proposed planting would enhance natural character, including the Mangaone Stream surrounds and restore indigenous biodiversity;</p> <p>(d) how sites of cultural and historical significance (if identified through any engagement</p>	<p>56. The Landscape and Design Plan <u>shall achieve the objective in Condition 54 and</u> shall include:</p> <p>(a) <u>how the landscape design implements the</u> design principles and <u>achieves the</u> design outcomes <u>in the Design Framework; that have informed the design of the Freight Hub and the extent to which those meet:</u></p> <p><del>i. KiwiRail’s operational requirements and any other plans required under the conditions of this Designation; and</del></p> <p><del>ii. the North East Industrial Design Guide. Where a different approach to the North East Industrial Design Guide is proposed, the Landscape and Design Plan shall outline the reasons for a departure from the approach and outline why the alternative approach is preferred.</del></p> <p>(b) the location and types of proposed landscape and visual amenity plantings (including plant size, numbers and spacing), including planting of stormwater detention ponds, stream and riparian margins, cut faces, fill batters;</p> <p>(c) <u>and show a description of how these plantings and any other appropriate</u> design measures (including but not limited to the final form, finish and articulation of the proposed buildings and batter heights and slopes);</p> <p>(d) <u>a description of how the plantings in (b) and other design measures (c):</u></p> <p>(i) integrate the built forms including roof lines and walls of the Freight Hub and the related earthworks into the surrounding environment;</p> <p>(ii) mitigate visual amenity effects in relation to residential properties;</p> <p>(iii) contribute to the open watercourse and stormwater ponds appearing as natural features and enhancing local biodiversity;</p> <p>(iv) comply with the Electricity (Hazards from Trees) Regulations 2003, including at full maturity; and</p>	<p>i. and ii. Have been moved to design framework condition A Copplestone, C Whitby</p>

<p>undertaken in accordance with conditions 28 and 33) will be recognised;</p> <p>(e) how any roads and walkways within the designation extent integrate into the character of the surrounding area and connect to paths and cycleways outside the designation and include opportunities for outlook(s) over the Freight Hub;</p> <p>(f) the location of the proposed noise mitigation structures as outlined in the Operational Noise and Vibration Plan, and where required, the final form, finish, and planting of these structures (including vertical noise barriers and bunds) along Sangsters Road and Maple Street, including</p> <p><u>(i) vertical noise barriers and bunds and associated planting with a minimum depth of 5 m on the external face of the noise mitigation structures; and</u></p> <p><u>(ii) details on how any changes to the existing drainage patterns, runoff characteristics and stormwater resulting from noise mitigation structures and bunds will avoid adverse effects on the foundations of any National Grid support structure.</u></p> <p>(g) how the lighting effects on the landscape and visual amenity are minimised;</p> <p>(h) the proposed timing for establishing any landscape or visual amenity planting, including to maximise mitigation planting coverage prior to construction of the main buildings and/or operation of the Freight Hub where practicable; and</p> <p>(i) the process and programme for maintaining any landscape or visual amenity planting including plant and animal pest management.</p>	<p>(v) comply with any regional consents.</p> <p>(e) how the proposed planting <del>will: would</del></p> <p>(i) <u>mitigate adverse effects on, and</u> enhance <u>the</u> natural character <u>of, water bodies,</u> including the Mangaone Stream surrounds.; <u>This may include additional planting beyond that identified on the draft indicative Landscape Plan [dated 6 July 2021, Rev B], such as the areas between the two stormwater ponds and the naturalised channel outfall alongside the Mangaone Stream.</u></p> <p>(ii) restore indigenous <u>river plain, river terrace and wetland plant communities, that would naturally have occurred in the area; biodiversity;</u></p> <p>(iii) <u>create an impression of open space (characteristic of rural character) when viewed from outside the (c) designation;</u></p> <p>(iv) <u>achieve the planting standards in Condition 56A;</u></p> <p>(f) how sites of cultural and historical significance (if identified through <del>any</del> engagement undertaken in accordance with conditions 28 and 33) will be recognised <u>and provided for;</u></p> <p>(g) how any roads and walkways within the designation extent integrate into the character of the surrounding area, <del>and</del> connect to paths and cycleways outside the designation, <del>and</del> <u>provide include</u> opportunities for outlook(s) over the Freight Hub;</p> <p>(h) the location of the <del>proposed</del> noise mitigation structures <del>as</del> outlined in the Operational Noise and Vibration Plan, and <del>where required,</del> the final form, finish, and planting of these structures <del>(including vertical noise barriers and bunds) along Sangsters Road and Maple Street,</del> including</p> <p>(i) <u>planting on and / or adjacent to</u> vertical noise barriers and bunds, <del>and associated planting</del> with a minimum <u>planted</u> depth of 5 m <del>from on</del> the external face of the noise mitigation structures;</p> <p>(ii) <u>details of how the noise mitigation structures have been designed to avoid, remedy or mitigate their adverse effects on landscape character and visual amenity; and</u></p> <p><del>(ii)</del>(iii) <u>details on how any changes to the existing drainage patterns, runoff characteristics and stormwater resulting from noise mitigation structures and bunds will avoid adverse effects on the foundations of any National Grid support structure.</u></p> <p>(i) how the lighting effects on the landscape and visual amenity are minimised;</p>	
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	<p>(j) the proposed timing <u>and planting methods (including ground preparation, mulching and any trials)</u> for establishing any landscape or visual amenity planting, <u>with all new planting to be commenced in the first planting season following the completion of each stage or discrete location of construction works; including to maximise mitigation planting coverage prior to construction of the main buildings and/or operation of the Freight Hub where practicable</u></p> <p>(i) <u>the growing conditions required to ensure the successful establishment, growth and on-going viability of planting;</u></p> <p>(ii) <u>the process and programme for maintaining any landscape or visual amenity planting and fencing to a high standard at all times (including, but not limited to, plant and animal pest management, removal of litter and vandalism, maintenance of plants to ensure clear pathways and sightlines, and replacement of dead plants).</u></p>	
	<p>[56A] <u>Planting within the Designation must be designed and implemented:</u></p> <p>(a) <u>to achieve a minimum height at maturity, of 10 metres for trees and 6 metres for shrubs;</u></p> <p>(b) <u>to achieve at least an 80 percent canopy cover within five years;</u></p> <p>(c) <u>so that at least 50% of tall tree species reach a height of 5 metres within 5 years of being planted;</u></p> <p>(d) <u>to comply with condition 56(b)(ii) a; and</u></p> <p>(e) <u>to achieve a minimum depth of planting along the following roads:</u></p> <p>(i) <u>30m along the full extent of Sangsters Road;</u></p> <p>(ii) <u>30m along the perimeter road, between the tie in with Railway Road to the north and the new intersection with Roberts Line South; and</u></p> <p>(iii) <u>8m on the section of perimeter road between the intersection with Roberts Line South and the intersection of Roberts Line North with Railway Road;</u></p>	C Whitby
<b>Construction Management</b>		
<p><u>Construction Management Plan</u></p> <p>57. The Requiring Authority shall prepare a Construction Management Plan and implement the plan for the duration of construction.</p>	<p><u>Construction Management Plan</u></p> <p>57. The Requiring Authority shall prepare a Construction Management Plan and implement the plan for the duration of <u>enabling and</u> construction <u>works</u>.</p>	A Copplestone

<p>58. The objective of the Construction Management Plan is to outline measures for managing construction related effects.</p>	<p>58. The objective of the Construction Management Plan is to <del>outline describe</del> measures <del>for managing to avoid, remedy or mitigate effects of construction of the Freight Hub construction-related effects.</del></p>	<p>A Copplestone</p>
<p>59. The Construction Management Plan shall include:</p> <ul style="list-style-type: none"> <li>(a) a construction programme, including any seasonal timings for works;</li> <li>(b) a detailed site layout;</li> <li>(c) the design and management specifications for all earthworks on-site, including disposal sites and their location;</li> <li>(d) a construction dust management plan consistent with any required regional council consents;</li> <li>(e) measures to ensure that enabling or construction works and structures are designed and undertaken to comply with the New Zealand Code of Practice for Electrical Safe Distances (NZECP 34:2001);</li> <li>(f) the design of temporary lighting for enabling and construction works and construction support areas;</li> <li>(g) details on the timing of the installation of screening and planting and opportunities where this can be undertaken prior to works commencing;</li> <li>(h) the approach to the management of construction waste;</li> <li>(i) the accidental discovery protocol adopted by the Requiring Authority;</li> <li>(j) a description of training requirements for all site personnel (including employees, subcontractors and visitors) including details of briefings for employees and subcontractors about the accidental discovery protocol adopted by the Requiring Authority;</li> <li>(k) environmental incident and emergency management procedures; and</li> <li>(l) contact numbers for key construction staff, and staff responsible for any monitoring requirements.</li> </ul>	<p>59. The Construction Management Plan shall <del>achieve the objective in Condition [58] and shall</del> include:</p> <ul style="list-style-type: none"> <li>(a) a construction programme, including <del>identifying key stages, and</del> any seasonal timings for works;</li> <li>(b) a detailed site layout;</li> <li>(c) the design and management specifications for all earthworks on-site, including disposal sites and their location;</li> <li>(d) <del>a the</del> construction dust management plan <del>required by Condition [59] consistent with any required regional council consents;</del></li> <li>(e) measures to ensure that enabling or construction works and structures are designed and undertaken to comply with the New Zealand Code of Practice for Electrical Safe Distances (NZECP 34:2001);</li> <li>(f) the design of temporary lighting for enabling and construction works and construction support areas;</li> <li>(g) details on the timing of the installation of screening and planting and <del>opportunities</del> where this <del>will can</del> be undertaken prior to works commencing;</li> <li>(h) the approach to the management of construction waste;</li> <li>(i) <del>requirements to cease work in the vicinity of Bunnythorpe Cemetery during burials;</del></li> <li>(j) the accidental discovery protocol adopted by the Requiring Authority;</li> <li>(k) a description of training requirements for all site personnel (including employees, subcontractors and visitors) including details of briefings for employees and subcontractors about the accidental discovery protocol adopted by the Requiring Authority;</li> <li>(l) environmental incident and emergency management procedures; and</li> <li>(m) contact numbers for key construction staff, and staff responsible for any monitoring requirements.</li> </ul>	<p>D Ryan, A Linzey, A Copplestone</p>
<p><b>Air Quality</b></p>		

	<p><u>Air Quality Performance Criteria: Construction and Operation</u></p> <p>[59A] <u>The Requiring Authority shall ensure that discharges to air from construction and operation of the works authorised by the Designation are managed to avoid noxious, dangerous, offensive or objectionable odour, dust or fumes that cause an adverse effect beyond the designation boundary.</u></p>	D Ryan
	<p><u>Planning Construction Activities</u></p> <p>[59B] <u>The Requiring Authority shall assess weather and ground conditions (wind and dryness) at the start of each day when construction activities are scheduled. The Requiring Authority shall ensure that applicable dust mitigation measures and methods are ready for use prior to commencing works for the day.</u></p>	D Ryan
	<p><u>Monitoring and adaptation</u></p> <p>[59C] <u>The following monitoring trigger levels shall apply to all works authorised by the Designation:</u></p> <ul style="list-style-type: none"> <li>(a) <u>Ten-minute rolling PM<sub>10</sub> concentration of 150 micrograms per cubic metre (1-hour average).</u></li> <li>(b) <u>The wind direction (10-minute average) places dust generating construction activities directly upwind of sensitive receivers when the wind speed exceeds 7 m/s.</u></li> </ul>	D Ryan

	<p>[59E] <u>Wind monitoring</u></p> <p>(a) <u>The Requiring Authority shall install and operate, for the duration of construction and operation of the Freight Hub, a meteorological monitoring station, with instruments capable of continuously monitoring metrological conditions for the site. The instruments shall:</u></p> <ul style="list-style-type: none"> <li>i. <u>be installed prior to commencing construction works;</u></li> <li>ii. <u>be capable of continuous measurement and real time logging and reporting of wind strength, wind direction, air temperature and rainfall;</u></li> <li>iii. <u>provide an alarm to site staff (for example via mobile phone) if the hourly rolling average wind speed trigger level in Condition [59C] is exceeded;</u></li> <li>iv. <u>be installed on a mast such that their height is at least five metres above ground level and in accordance with AS 2923 – 1987 Ambient Air Guide for Measurement of Horizontal Wind for Air Quality Applications;</u></li> <li>v. <u>be maintained in accordance with the manufacturer’s specifications.</u></li> </ul> <p>(b) <u>All measured data shall be:</u></p> <ul style="list-style-type: none"> <li>i. <u>recorded using an electronic data logging system and retained for the duration of the activities authorised by the Designation;</u></li> <li>ii. <u>provided to the Palmerston North City Council upon request.</u></li> </ul>	<p>D Ryan</p>
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	<p><u>Construction Dust Monitoring</u></p> <p>[59F] <u>Prior to the commencement of enabling and construction works, the Requiring Authority shall install and operate instruments to measure particulate matter as PM<sub>10</sub> and PM<sub>2.5</sub> on, or near to, at least two designation boundary locations including:</u></p> <ul style="list-style-type: none"> <li>(a) <u>the northwestern boundary; and</u></li> <li>(b) <u>the eastern boundary.</u></li> </ul> <p><b><u>Advice note:</u></b></p> <p><u>The intent of the monitoring locations is to align with the prevailing winds that are from the NNE quadrant and the SSE quadrant, such that the monitoring can provide corresponding upwind and downwind data for the construction activities. The location of the monitoring stations along the northwestern and eastern boundaries may need to be changed over time, to take into account the significance of the works and relative separation of the works to potentially impacted dwellings. Depending on the extent of the works at any particular stage of construction, additional monitors may need to be installed to achieve coverage and fulfil the intent of the condition.</u></p>	D Ryan
	<p><u>Operational air quality monitoring</u></p> <p>[59G] <u>Prior to commencement of operation of the Freight Hub the Requiring Authority shall install instruments to measure particulate matter as PM<sub>10</sub> and PM<sub>2.5</sub> for the duration of the operation of the Freight Hub, on, or near to, at least two designation boundary locations including:</u></p> <ul style="list-style-type: none"> <li>(a) <u>the northwestern boundary;</u></li> <li>(b) <u>the eastern boundary.</u></li> </ul> <p><b><u>Advice note:</u></b></p> <p><u>The intent of the monitoring locations shall be to generally align with the prevailing winds that are from the NNE quadrant and the SSE quadrant, such that the monitoring can provide corresponding upwind and downwind data for the operational activities that result in discharges to air. When locating the monitoring stations along the northwestern and eastern boundaries, account should be taken of the significance of the Freight Hub operations and relative separation of the operations to potentially impacted dwellings.</u></p>	D Ryan

	<p><u>Particulate matter monitoring</u></p> <p>[59H] <u>All particulate matter monitors required under Conditions [59F &amp; 59G] must be:</u></p> <ul style="list-style-type: none"> <li>(a) <u>of a type that are suitable for dust management by measuring PM<sub>10</sub> and PM<sub>2.5</sub>, but need not meet the standard for compliance monitoring under the National Environmental Standards for Air Quality Regulations (2004);</u></li> <li>(b) <u>calibrated and maintained in accordance with the manufacturer's specifications;</u></li> <li>(c) <u>capable of providing real-time information to provide email and/or text alerts if exceedances of the monitoring trigger value in Condition [59C] occur.</u></li> </ul>	D Ryan
	<p><u>Construction Dust Management Plan</u></p> <p>[59I] <u>The Requiring Authority shall prepare a Construction Dust Management Plan and implement the plan for the duration of enabling and construction works.</u></p>	D Ryan
	<p>[59J] <u>The objective of the Construction Dust Management Plan is to outline measures for avoiding, remedying or mitigating the effects of dust from construction works.</u></p>	D Ryan
	<p>[59K] <u>The Construction Dust Management Plan shall be prepared by a suitably qualified and experienced person.</u></p>	D Ryan

	<p><u>[59L] The Construction Dust Management Plan shall achieve the objective in Condition [59J] and shall include:</u></p> <ul style="list-style-type: none"> <li><u>(a) A description of the activities and sources with the potential to generate dust on site;</u></li> <li><u>(b) A description of the potential effects of the air contaminant discharges;</u></li> <li><u>(c) A description of the receiving environment and identification of sensitive receivers within 150 m of the site boundaries;</u></li> <li><u>(d) Procedures, processes and methods for managing dust, including for when personnel are not on site;</u></li> <li><u>(e) A description of the particulate matter monitoring programme and monitoring equipment;</u></li> <li><u>(f) A maintenance and calibration schedule for meteorological and particulate matter monitoring instruments, and data management procedures;</u></li> <li><u>(g) Methods for undertaking visual monitoring assessments of dust emissions;</u></li> <li><u>(h) Procedures for training of personnel and contractors to make them aware of the requirements of the Construction Dust Management Plan;</u></li> <li><u>(i) Procedures for responding to particulate matter monitoring and wind speed triggers;</u></li> <li><u>(j) The process for recording complaints and providing feedback to the complainant on how issues raised in complaints have been resolved;</u></li> <li><u>(k) The roles and responsibilities of personnel responsible for implementing and reviewing the Construction Dust Management Plan.</u></li> </ul> <p><b><u>Advice Note:</u></b></p> <p><u>Any Construction Dust Management Plan that is approved or certified by the Manawatū-Whanganui Regional Council for any regional resource consent required for the works shall be deemed to meet the requirements of this condition.</u></p>	D Ryan
	<p><u>Remediation of air quality incidents</u></p> <p><u>[59M] If a complaint related to off-site effects of dust is received and verified, the Requiring Authority shall investigate dust deposition at the applicable property and determine the appropriate remedial action(s), for example, providing cleaning services.</u></p>	D Ryan

	<b>Network Utilities</b>	
<p><u>Network utilities</u></p> <p>60. Prior to any land disturbing works, the Requiring Authority shall:</p> <p>(a) identify the location of existing overhead or underground network utilities (<a href="http://www.beforeudig.co.nz">www.beforeudig.co.nz</a>);</p> <p>(b) identify these utilities relevant in any construction plans and place appropriate physical indicators on the ground showing specific surveyed locations, <u>or other marker for overhead lines</u>; and</p> <p>(c) provide the information of the network utilities identified under Condition 60(a) and (b) to all construction personnel, including contractors.</p>	<p><u>Network utilities</u></p> <p>60. Prior to any land disturbing works, the Requiring Authority shall:</p> <p>(a) identify the location of existing overhead or underground network utilities (<a href="http://www.beforeudig.co.nz">www.beforeudig.co.nz</a>);</p> <p>(b) identify these utilities relevant in any construction plans and place appropriate physical indicators on the ground showing specific surveyed locations, <u>or other marker for overhead lines</u>; and</p> <p>(c) <u>provide the information of the network utilities identified under Condition 60(a) and (b) to all construction personnel, including contractors.</u></p>	Agreed
<p><u>XX. Prior to any land disturbing works within 21m of the centreline of the National Grid line support structure, the Requiring Authority shall obtain an electrical clearance report from a suitably qualified electrical engineer demonstrating compliance with the minimum safe distance requirements of the New Zealand Code of Practice for Electrical Safe Distances (NZECP 34:2001).</u></p>	<p><u>60A. Prior to any land disturbing works within 21m of the centreline of the National Grid line support structure, the Requiring Authority shall obtain an electrical clearance report from a suitably qualified electrical engineer demonstrating compliance with the minimum safe distance requirements of the New Zealand Code of Practice for Electrical Safe Distances (NZECP 34:2001).</u></p>	Agreed
<p><u>XY. The Requiring Authority shall provide the electrical clearance report to Transpower New Zealand Limited for review, with the Requiring Authority recording any feedback provided and how it has been addressed to ensure compliance (NZECP 34:2001).</u></p>	<p><u>60B. The Requiring Authority shall provide the electrical clearance report to Transpower New Zealand Limited for review, with the Requiring Authority recording any feedback provided and how it has been addressed to ensure compliance (NZECP 34:2001).</u></p> <p><u>A copy of the electrical clearance report shall be provided to the Palmerston North City Council for information.</u></p>	Agreed
<p><u>YY. At least 20 working days prior to the commencement of construction works, the Requiring Authority shall provide Transpower New Zealand Limited with details of the likely construction works and programme in relation to works within 21m of the centreline of the National Grid line support structure, and provide relevant updates to Transpower New Zealand Limited in relation to those works.</u></p>	<p><u>60C. At least 20 working days prior to the commencement of construction works, the Requiring Authority shall provide Transpower New Zealand Limited with details of the likely construction works and programme in relation to works within 21m of the centreline of the National Grid line support structure, and provide relevant updates to Transpower New Zealand Limited in relation to those works.</u></p>	Agreed

<p><u>YZ. The Requiring Authority shall ensure that any proposed services, pipes or fences within 12m of the National Grid support structure are made of non-conductive material or alternative method of mitigating earth potential rise and ensuring electrical safety.</u></p>	<p>60D. <u>The Requiring Authority shall ensure that any proposed services, pipes or fences within 12m of the National Grid support structure are made of non-conductive material or alternative method of mitigating earth potential rise and ensuring electrical safety.</u></p>	<p>Agreed</p>
	<p>60E <u>Palmerston North Water Bore and Reservoir</u></p> <p>(a) <u>In consultation with Palmerston North City Council, the Requiring Authority shall:</u></p> <p>i. <u>acquire and transfer ownership of land to Palmerston North City Council that is suitable to accommodate the expansion of the groundwater abstraction, treatment and storage facility currently located at 696 Roberts Line [SECS 1 4 SO S36786]; and</u></p> <p>ii. <u>ensure that there is formed heavy vehicle access to both 696 Roberts Line and the additional site.</u></p> <p>(b) <u>The land and site access shall be made available to the Council no later than 30 June 2022.</u></p>	<p>R van Bentum, A Copplestone</p>
	<p>[60F] <u>The Requiring Authority shall ensure the continuity of service and efficient relocation of any Palmerston North City Council owned three waters infrastructure affected by enabling works, construction or operation of the works authorised by the Designation.</u></p>	<p>R van Bentum, A Copplestone</p>
	<p><b><u>Construction Traffic</u></b></p>	
<p><u>Construction Traffic Management Plan</u></p>	<p><u>Construction Traffic Management Plan</u></p>	
<p>61. At least three months prior to construction commencing the Requiring Authority shall prepare a Construction Traffic Management Plan, and implement the plan for the duration of construction.</p>	<p>61. At least <del>six</del> <u>three</u> months prior to <u>enabling and</u> construction <u>works</u> commencing the Requiring Authority shall prepare a Construction Traffic Management Plan, and implement the plan for the duration of <u>enabling and</u> construction <u>works</u>.</p>	<p>A Copplestone</p>
<p>62. The objective of the Construction Traffic Management Plan is to outline the methods that will be undertaken to minimise adverse effects from construction traffic and construction works on property access, road user safety and efficiency of traffic movements.</p>	<p>62. The objective of the Construction Traffic Management Plan is to outline the methods that will be undertaken to <u>avoid, remedy or mitigate</u> <del>minimise</del> adverse effects from <u>enabling and</u> construction traffic and <del>construction</del> works on property access, road user safety and efficiency of traffic movements.</p>	<p>A Copplestone</p>
<p>63. The Construction Traffic Management Plan shall be prepared by a suitably qualified and experienced person.</p>	<p>63. The Construction Traffic Management Plan shall be prepared by a suitably qualified and experienced person.</p>	<p>Agreed</p>
<p>64. At least 20 working days prior to the Construction Traffic Management Plan being submitted to Palmerston North City Council for certification under condition 5, the Requiring Authority shall</p>	<p>64. <del>At least 20 working days prior to the Construction Traffic Management Plan being submitted to Palmerston North City Council for certification under condition 5, t</del><u>The Requiring Authority shall provide a draft of the Construction Traffic Management Plan to Waka Kotahi NZ Transport Agency,</u></p>	<p>A Copplestone</p>

<p>provide a draft of the Construction Traffic Management Plan to Waka Kotahi NZ Transport Agency, Horizons Regional Council, Palmerston North City Council, Manawatu District Council for feedback.</p>	<p>Horizons Regional Council, Palmerston North City Council, Manawatu District Council for feedback, <u>at least 20 working days prior to the Construction Traffic Management Plan being submitted to Palmerston North City Council for certification under Condition 5.</u></p>	
<p>65. The Construction Traffic Management Plan shall:</p> <ul style="list-style-type: none"> <li>(a) identify the numbers, frequencies, and timing of traffic movements for each phase of the construction programme as developed under the Construction Management Plan, including any limitations on heavy vehicle movements through key areas (including local roads) during night and peak times, as required either in relation to traffic conditions or where required to mitigate potential noise and vibration effects;</li> <li>(b) identify safe site access routes, site access arrangements, and access points for heavy vehicles involved in constructing the Freight Hub in a manner consistent with Waka Kotahi NZ Transport Agency's Code of Practice for Temporary Traffic Management;</li> <li>(c) identify any upgrades that are needed to ensure safe site access routes and access points, including possible night-time movement of construction vehicles;</li> <li>(d) outline methods to manage local and network wide effects of the construction, including temporary traffic management measures, such as traffic detours (including for public transport, walking and cycling, school bus routes, and infrastructure) and temporary speed limits;</li> <li>(e) provide details for measures to maintain safe pedestrian and cyclist access movements in the vicinity of the site, including measures to ensure that any shared paths being delivered by PNCC and Te Araroa Trail between Palmerston North and Feilding are available at all times (including any diversions) during construction of the Freight Hub;</li> <li>(f) include the construction vehicle noise limits and any requirements for effective noise suppression;</li> <li>(g) identify the properties affected and detail measures to provide vehicle access to private and adjacent properties on Roberts Line including ensuring that access to the northern end of Richardsons Line at Roberts Line is able to be provided for heavy vehicles at all times;</li> <li>(h) identify opportunities to use the rail network to minimise effects on the roading network where practicable;</li> </ul>	<p>65. The Construction Traffic Management Plan shall:</p> <p><u>(aa) achieve the objective in Condition 62;</u></p> <ul style="list-style-type: none"> <li>(a) identify the numbers, frequencies, and timing of traffic movements for each phase of the construction programme <u>in as developed under</u> the Construction Management Plan, including any limitations on heavy vehicle movements through key areas (including local roads) during night and peak times, as required either in relation to traffic conditions, or <u>where required</u> to mitigate potential noise and vibration effects;</li> <li>(b) identify safe site access routes, site access arrangements, and access points for <u>construction traffic, including</u> heavy vehicles, <u>involved in constructing the Freight Hub</u> in a manner consistent with Waka Kotahi NZ Transport Agency's Code of Practice for Temporary Traffic Management;</li> <li>(c) identify any upgrades that are needed to ensure safe site access routes and access points, including possible night-time movement of construction vehicles;</li> <li>(d) outline methods to manage local and network wide effects of <u>the</u> construction, including temporary traffic management measures, such as traffic detours (including for public transport, walking and cycling, school bus routes, and infrastructure) and temporary speed limits;</li> <li>(e) <u>provide details for</u> <u>describe</u> measures to maintain safe pedestrian and cyclist <u>access</u> movements in the vicinity of the site, including measures to ensure that any shared paths <u>being</u> delivered by PNCC and Te Araroa Trail between Palmerston North and Feilding are <u>open to the public for use available</u> at all times (including any diversions) during construction of the Freight Hub;</li> <li>(f) include the construction vehicle noise limits and any requirements for effective noise suppression;</li> <li>(g) identify the properties affected and detail measures to provide vehicle access to private <u>and adjacent</u> properties on Roberts Line including ensuring that access to the northern end of Richardsons Line at Roberts Line is able to be provided for heavy vehicles at all times;</li> </ul>	<p>H Fraser, A Copplestone</p>

<ul style="list-style-type: none"> <li>(i) provide details for any new permanent accesses to be formed at the earliest practical opportunity to limit the adverse effects of construction and severance, including access to 422 and 422A Railway Road (SEC 1480 BLK VII KAIRANGA SD and LOT 1 DP 74613);</li> <li>(j) provide measures for the management of fine material loads (e.g. covers) and the timely removal of any material deposited or spilled on public roads;</li> <li>(j) detail the process for and locations of construction traffic monitoring and the frequency and times of monitoring relevant to the stage of construction set out in the programme in the Construction Management Plan;</li> <li>(k) provide a process for preparing a traffic management communications plan;</li> <li>(l) identify any construction activity including roading works occurring along access routes identified in condition 65(b) and consider the cumulative effects of those activities if any;</li> <li>(m) provide details of any feedback provided by Waka Kotahi NZ Transport Agency, Horizons Regional Council, Palmerston North City Council and Manawatu District Council and how it was incorporated;</li> <li>(n) the details of a construction lighting management plan, to demonstrate how compliance with AS/NZS 4282:2019 Zone A2 Limits are achieved between 11:00pm and dawn, and any measures to address potential headlight sweep.</li> </ul>	<ul style="list-style-type: none"> <li>(h) identify opportunities to use the rail network to minimise effects on the roading network where practicable;</li> <li>(i) provide details for any new permanent accesses to be formed at the earliest practical opportunity to limit the adverse effects of construction and severance, including <u>safe and practical</u> access to 422 and 422A Railway Road (SEC 1480 BLK VII KAIRANGA SD and LOT 1 DP 74613);</li> <li>(j) provide measures for the management of fine material loads (e.g. covers) and the timely removal of any material deposited or spilled on public roads;</li> <li><u>(k)</u> detail the process for and locations of construction traffic <u>movement</u> monitoring and the frequency and times of monitoring relevant to the stage of construction set out in the programme in the Construction Management Plan;</li> <li><u>(l)</u> <u>the proposed survey methods (as a minimum, a photographic or video record of the carriageway including roughness, rutting defects and surface condition), locations, and geographical extents for pre-construction road condition surveys of local roads affected by Freight Hub construction traffic, for which Palmerston North City Council is the road controlling authority;</u></li> <li>(m) provide a process for preparing a traffic management communications plan;</li> <li><u>(n)</u> identify any construction activity including roading works occurring along access routes identified in condition 65(b) and consider the cumulative effects of those activities if any;</li> <li><u>(o)</u> provide details of any feedback provided by Waka Kotahi NZ Transport Agency, Horizons Regional Council, Palmerston North City Council and Manawatu District Council and how it was incorporated;</li> <li><u>(p)</u> <u>include the details of</u> a construction lighting management plan, to demonstrate how compliance with AS/NZS 4282:2019 Zone A2 Limits are achieved between 11:00pm and dawn, and any measures to address potential headlight sweep.</li> </ul>	
<p>66. The Construction Traffic Management Plan shall be reviewed and updated as required by the key stages identified in the construction programme in condition 57.</p>	<p>66. The Construction Traffic Management Plan shall be reviewed and updated as required by the key stages identified in the construction programme in condition 57, <u>taking into account the results of the construction traffic movement monitoring and road condition information.</u></p>	<p>H Fraser</p>

<p>67. The Requiring Authority shall provide any updated draft Construction Traffic Management Plan to Waka Kotahi NZ Transport Agency, Horizons Regional Council, Palmerston North City Council and Manawatu District Council for review and feedback.</p>	<p>67. The Requiring Authority shall provide any updated draft Construction Traffic Management Plan to Waka Kotahi NZ Transport Agency, Horizons Regional Council, Palmerston North City Council and Manawatu District Council for review and feedback <u>at least 20 working days prior to submitting the updated Construction Traffic Management plan for recertification under Condition [9A].</u></p>	<p>A Copplestone</p>
	<p><u>Pre-construction baseline surveys</u></p> <p><u>[67A] Prior to commencement of enabling works or construction of the Freight Hub, the Requiring Authority shall undertake baseline surveys and assessment, and document:</u></p> <ul style="list-style-type: none"> <li><u>(a) the pre-construction condition of the carriageways along the local roads affected by the Freight Hub, as identified in the certified Construction Traffic Management Plan under Condition [65(l)];</u></li> <li><u>(b) the safety and performance of the existing road network, through road safety audits and level of service assessments of the intersections, links and accesses listed in Condition [81(d)]; and</u></li> <li><u>(c) submit the survey and assessment results to Palmerston North City Council’s Roading Asset Manager.</u></li> </ul>	<p>H Fraser</p>
	<p><u>Repairs to local roads during construction</u></p> <p><u>[67B] The Requiring Authority shall carry out regular inspections of the local roads surveyed in accordance with Condition [67A(a)]. As soon as practicable, the Requiring Authority shall repair any potholes and other damage to the surveyed local roads caused by Freight Hub construction traffic, to restore the affected road components to at least the same condition as that recorded during the pre-construction condition survey undertaken in accordance with Condition [67A].</u></p>	<p>H Fraser</p>
	<p><u>[67C] As soon as practicable following completion of construction of the Freight Hub, the Requiring Authority shall, at its expense, conduct a post-construction condition survey, using the same methods, locations and geographical extent as the pre-construction condition survey (required by Condition [67A(a)]). The results of the pre and post construction surveys will be compared and where necessary, the Requiring Authority shall, at its expense, arrange for repair of any damage to the affected road components, where that damage has resulted from the impacts of construction of the</u></p>	<p>H Fraser</p>

		<u>Freight Hub. Any repairs required shall restore the affected road components to at least the same condition as that recorded during the pre-construction condition survey.</u>																																																													
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N.B. Shading indicates *night-time* hours.

72. Construction vibration must, as far as practicable, comply with the criteria in Table 2 Vibration Criteria, where:

(a) Measurement is in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures;

(b) BS 5228-2 is British Standard BS 5228-2:2009 Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration.

72. Construction **and enabling works** vibration must, as far as practicable, comply with the criteria in Table 2 Vibration Criteria, where:

(a) Measurement is in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures; **and**

(b) BS 5228-2 is British Standard BS 5228-2:2009 Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration.

N Lloyd

Table 2: Vibration Criteria

Receiver	Location	Details	Category A PPV	Category B PPV
Occupied dwellings and schools	Inside the building	2000 – 0630	0.3 mm/s	1 mm/s
		0630 – 2000	1 mm/s	5 mm/s
Other occupied buildings	Inside the building	0630 – 2000	2 mm/s	5 mm/s
Unoccupied buildings	Building foundation	Vibration transient	5 mm/s	BS 5228-2 <sup>1</sup> Table B.2
		Vibration continuous		50% of BS 5228-2 Table B.2 <sup>2</sup>

Table 2: Vibration Criteria

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		Vibration continuous		50% of BS 5228-2 Table B.2 <sup>4</sup>

<sup>1</sup> 50 mm/s for reinforced, framed structures and heavy commercial buildings. For light framed structures and residential or light commercial buildings the limits increase from 15 mm/s @ 4 Hz to 20 mm/s at 15 Hz and again to 50 mm/s at 40 Hz and above.

<sup>2</sup> 25 mm/s for reinforced, framed structures and heavy commercial buildings. For light framed structures and residential or light commercial buildings the limits increase from 7.5 mm/s @ 4 Hz to 10 mm/s at 15 Hz and again to 25 mm/s at 40 Hz and above.

<sup>3</sup> 50 mm/s for reinforced, framed structures and heavy commercial buildings. For light framed structures and residential or light commercial buildings the limits increase from 15 mm/s @ 4 Hz to 20 mm/s at 15 Hz and again to 50 mm/s at 40 Hz and above.

<sup>4</sup> 25 mm/s for reinforced, framed structures and heavy commercial buildings. For light framed structures and residential or light commercial buildings the limits increase from 7.5 mm/s @ 4 Hz to 10 mm/s at 15 Hz and again to 25 mm/s at 40 Hz and above.

	<p><u>(c) The Category A construction vibration criteria in Table 2 above must be complied with as far as practicable. If measured or predicted vibration from enabling or construction activities exceeds the Category A criteria, an independent, suitably qualified and experienced person must assess and manage construction vibration during those activities.</u></p> <p><u>(d) If measured or predicted vibration from enabling or construction activities exceeds the Category B criteria, those activities must only proceed if vibration effects on affected buildings are assessed and monitored by an independent, suitably qualified and experienced person and shall be mitigated in accordance with that person's recommendations.</u></p>	
	<p><u>[72A] Night-time construction work that exceeds the noise limits specified in Table 1 in Condition 71 and Table 2 in Condition 72 shall only take place if:</u></p> <p><u>(a) the works cannot be practicably undertaken during daytime hours;</u></p> <p><u>(b) a suitably qualified and experienced person, on behalf of the Requiring Authority, undertakes a specific noise assessment of the proposed works, which includes mitigation measures to minimise the associated noise impacts;</u></p> <p><u>(c) sensitive receivers within the area where the noise standards will be exceeded are notified of the timing and duration of the activity, at least five working days before the works commence; and</u></p> <p><u>(d) a copy of information demonstrating the conditions in (a) and (b) are met is provided to Palmerston North City Council [Head of Planning Services] at least five working days before the works commence.</u></p>	N Lloyd
<p>73. The Construction Noise and Vibration Management Plan shall include:</p> <p>(a) the noise and vibration limits as set out in the conditions 71 and 72;</p> <p>(b) a description of the construction works and processes;</p> <p>(c) a description of anticipated equipment and any noise or vibration suppression devices;</p> <p>(d) the hours of operation, including times and days when activities causing noise and/or vibration would occur;</p> <p>(e) identification of affected dwellings and other noise sensitive activities and projected</p>	<p>73. The Construction Noise and Vibration Management Plan <u>shall achieve the objective in Condition [69] and</u> shall include:</p> <p>(a) the noise and vibration limits as set out in the conditions 71 and 72;</p> <p>(b) a description of the construction works and processes;</p> <p>(c) a description of anticipated equipment and any noise or vibration suppression devices;</p> <p>(d) the hours of operation, including times and days when activities causing noise and/or vibration would occur;</p>	A Copplestone

<p>noise and vibration levels for those activities;</p> <p>(f) a description of alternative management strategies where compliance with the criteria in Conditions 71 or 72 may not be achieved;</p> <p>(g) methods and frequency for monitoring and reporting on construction noise and vibration;</p> <p>(h) details of the procedures for notifying stakeholders of construction activities and handling noise and vibration complaints as set out in the Construction Engagement Plan and Complaints Register in conditions 23-29;</p> <p>(i) construction equipment operator training procedures and expected construction site behaviours; and</p> <p>(j) contact numbers for key construction staff, staff responsible for noise assessment and the council compliance officer.</p>	<p>(e) identification of affected dwellings and other noise sensitive activities and projected noise and vibration levels for those activities;</p> <p>(f) a description of alternative management strategies where compliance with the criteria in Conditions 71 or 72 may not be achieved, <u>including how exceptions provided for in Condition [72A] will be managed;</u></p> <p>(g) methods and frequency for monitoring and reporting on construction noise and vibration;</p> <p>(h) details of the procedures for notifying stakeholders of construction activities and handling noise and vibration complaints, as set out in the Construction Engagement Plan and Complaints Register in conditions 23-29;</p> <p>(i) construction equipment operator training procedures and expected construction site behaviours; and</p> <p>(j) contact numbers for key construction staff, staff responsible for noise assessment and the council compliance officer.</p>	
	<p><u>[73A]</u></p> <p>(a) <u>Prior to enabling and construction works, and prior to preparation of the Construction Noise and Vibration Management Plan, the Requiring Authority shall undertake an assessment to determine whether the construction noise limits in Table 1 in Condition [71] will be exceeded, and whether acoustic mitigation (such as temporary or permanent acoustic screens) is required to achieve compliance with the noise limits in Table 1. The assessment shall be undertaken by a suitably qualified and experienced person.</u></p> <p>(b) <u>The results of the assessment required by (a) and details of any required acoustic mitigation shall be included in the Construction Noise and Vibration Management Plan.</u></p> <p>(c) <u>Any acoustic mitigation required to achieve compliance with the construction noise limits in Table 1 shall be put in place prior to enabling and construction works commencing and maintained for the duration of those works.</u></p>	N Lloyd
<p><b>Water supply</b></p> <p>74. All new buildings within the Freight Hub shall be serviced with adequate water supply and access to that supply for firefighting purposes in accordance with the New Zealand Fire Service Firefighting Code of Practice SNZ PAS 4509:2008.</p>	<p><b>Water supply</b></p> <p>74. All new buildings within the Freight Hub shall be serviced with adequate water supply and access to that supply for firefighting purposes in accordance with the New Zealand Fire Service Firefighting Code of Practice SNZ PAS 4509:2008.</p>	Agreed

Operational Lighting Design Plan	Operational Lighting Design Plan	
75. The Requiring Authority shall prepare and implement an Operational Lighting Design Plan.	75. The Requiring Authority shall prepare and implement an Operational Lighting Design Plan.	Agreed
<p>76. The objective of the Operational Lighting Design Plan is to demonstrate how the lighting for the outdoor operational areas, internal access roads, and carparks of the Freight Hub will be designed to manage glare and light spill from the operation of the Freight Hub, and demonstrate compliance with:</p> <ul style="list-style-type: none"> <li>(a) AS/NZS 4284:2019 – Control of the obtrusive effects of outdoor lighting, Zone A2 limits;</li> <li>(b) Sky glow caused by artificial lighting shall have a Sky Glow Upward Light Ratio of no greater than 0.01, calculated in accordance with AS/NZS4282:2019; and</li> <li>(c) Glare to the Palmerston North Airport Control Tower resulting from light emitted (including artificial light and glare from buildings and structures) from the Freight Hub must meet the AS/NZS4282:2019 limits for Zone A2.</li> </ul>	<p>76. The objective of the Operational Lighting Design Plan is to demonstrate how the lighting for the <u>perimeter road</u>, outdoor operational areas, internal access roads, and carparks of the Freight Hub will be designed to manage <u>sky glow, glare, and light spill and effects on road users</u> from the operation of the Freight Hub, and <u>to demonstrate how that lighting will achieve</u> compliance with: AS/NZS 4284:2019 – Control of the obtrusive effects of outdoor lighting, Zone A2 limits, <u>including at the Palmerston North Airport Control Tower.</u></p> <p><del>(a) AS/NZS 4284:2019 – Control of the obtrusive effects of outdoor lighting, Zone A2 limits;</del></p> <p><del>(b) Sky glow caused by artificial lighting shall have a Sky Glow Upward Light Ratio of no greater than 0.01, calculated in accordance with AS/NZS4282:2019; and</del></p> <p><del>(c) Glare to the Palmerston North Airport Control Tower resulting from light emitted (including artificial light and glare from buildings and structures) from the Freight Hub must meet the AS/NZS4282:2019 limits for Zone A2.</del></p>	G Wright
	<p><u>[76A] All buildings and structures within the Freight Hub shall be designed and constructed to avoid potential roof glare to the south and particularly to the Palmerston North Airport Control Tower.</u></p>	G Wright
<p>77. The Operational Lighting Design Plan shall include:</p> <ul style="list-style-type: none"> <li>(a) the lighting standards to be complied with;</li> <li>(b) the projected light spill and glare calculations;</li> <li>(c) the proposed locations and design for lighting structures, including any measures to reduce potential adverse visual amenity effects including minimising where practicable, the number of lighting poles and the height of lighting towers;</li> <li>(d) confirmation that a Civil Aviation Authority NZ Part 77 Determination has been obtained if required; and</li> <li>(e) identification of potential areas where headlight sweep onto the windows of a residential dwelling's bedroom is likely to occur because of night-time traffic movements within the site and when exiting the site. If so, provide details for measures to mitigate its effects.</li> </ul>	<p>77. The Operational Lighting Design Plan <u>shall achieve the objective in Condition [76] and</u> shall include:</p> <ul style="list-style-type: none"> <li>(a) the lighting standards to be complied with;</li> <li>(b) the projected light spill and glare calculations;</li> <li>(c) the proposed locations and design for lighting structures, <u>(including low-level security lighting and under carriage lighting);</u></li> <li>(d) <u>including</u> any measures to reduce potential adverse visual amenity effects, including minimising where practicable, the number of lighting poles and the height of lighting towers;</li> <li>(e) confirmation that a Civil Aviation Authority NZ Part 77 Determination has been obtained if required; <u>and</u></li> <li>(f) identification of potential areas where headlight sweep onto the windows of a residential dwelling's bedroom is likely to occur because of night-time traffic movements within the</li> </ul>	G Wright

	<p>site and when exiting the site. If so, provide details for measures to mitigate its effects; <u>and</u></p> <p>(g) <u>All exterior lighting shall have a colour temperature of light emitted of 3000K Kelvin or lower.</u></p>	
	<b>Operational Traffic</b>	
<b>Operational Traffic Management Plan</b>	<u>Operational Traffic Management Plan</u>	A
78. The Requiring Authority shall prepare and implement an Operational Traffic Management Plan.	78. The Requiring Authority shall prepare and implement an Operational Traffic Management Plan <u>for the duration of the Freight Hub's operation.</u>	Copplestone
79. The objective of the Operational Traffic Management Plan is to manage the traffic generated by the operational activities of the Freight Hub over time and outline the methods that will be undertaken to manage any identified adverse transport effects.	79. The objective of the Operational Traffic Management Plan is to manage the traffic generated by the operational activities of the Freight Hub <u>over time</u> and <u>to describe outline</u> the methods that will be undertaken to <u>manage avoid, remedy or mitigate</u> any identified adverse transport effects <u>of that traffic.</u>	A Copplestone
80. At least 20 working days prior to the Operational Traffic Management Plan being submitted to Palmerston North City Council for certification under condition 5, the Requiring Authority shall provide a draft of the Operational Traffic Management Plan to Waka Kotahi NZ Transport Agency, Horizons Regional Council, Palmerston North City Council and Manawatu District Council for feedback.	80. <u>At least 20 working days prior to the Operational Traffic Management Plan being submitted to Palmerston North City Council for certification under condition 5,</u> <del>t</del> The Requiring Authority shall provide a draft of the Operational Traffic Management Plan to Waka Kotahi NZ Transport Agency, Horizons Regional Council, Palmerston North City Council and Manawatu District Council for feedback, <u>at least 20 working days prior to the Operational Traffic Management Plan being submitted to Palmerston North City Council for certification under Condition 5.</u>	A Copplestone
81. The Operational Traffic Management Plan shall include: <ul style="list-style-type: none"> <li>(a) details about the process for and frequency of operational traffic monitoring including when the monitoring commences, the location of monitoring points and the period of traffic count collection;</li> <li>(b) a description of the actual and forecasted traffic generation at each of the Freight Hub's access points, including light and heavy vehicles, as a result of planned activities within the Freight Hub;</li> <li>(c) the method for assessing the performance of each of the Freight Hub's access points, including road safety audits and modelling of intersection performances;</li> <li>(d) the form and timing of safety and road upgrades relevant to the Freight Hub's access</li> </ul>	81. The Operational Traffic Management Plan <u>shall achieve the objective in Condition [79] and</u> shall include: <ul style="list-style-type: none"> <li>(a) <u>details about</u> the process for and frequency <u>(at least annually)</u> of operational traffic monitoring, including when the monitoring commences, the location of monitoring points, <u>the timing of monitoring (to avoid school or public holidays, and to be undertaken at a similar time each year)</u> and the period of traffic count collection <u>(at least 7 consecutive days);</u></li> <li>(b) a description of <del>the</del> actual and forecasted traffic generation at each of the Freight Hub's access points, including light and heavy vehicles, as a result of <del>planned</del> activities within the Freight Hub;</li> <li>(c) the method for <del>assessing</del> the <u>safety and</u> performance <u>(including by road safety audits, and</u></li> </ul>	H Fraser

<p>points, including:</p> <ul style="list-style-type: none"> <li>(i) the section of Roberts Line between Railway Road and Richardsons Line, including established accesses and intersections;</li> <li>(ii) other roading connections detailed in the Road Network Integration Plan; and</li> <li>(e) details of any feedback provided by Waka Kotahi NZ Transport Agency, Horizons Regional Council, Palmerston North City Council, and Manawatu District Council and how it has been incorporated.</li> </ul>	<ul style="list-style-type: none"> <li>(d) <u>modelling of intersection performances, with allowance made for the interaction with rail crossings within the site) of the perimeter road from Railway Road at Roberts Line to the Maple Street intersection, including any intersection or other each of the Freight Hub's access points onto the perimeter road;</u></li> <li>(d) the form and timing of <del>safety</del> and road upgrades <del>relevant to the Freight Hub's access points,</del> including:           <ul style="list-style-type: none"> <li>(i) <del>the section of</del> Roberts Line <del>from between</del> Railway Road <del>up to and including the frontage of 803 Roberts Line (including 265 and</del> Richardsons Line), including established accesses and intersections;</li> <li>(ii) <u>a continuous, safe, separated shared path for pedestrians and cyclists, of at least 2.5m in width between the intersection of the perimeter road with Maple Street and the intersection of Roberts Line with Railway Road;</u></li> <li>(iii) <u>Railway Road from Roberts Line to Airport Drive, including the side road intersections and accesses onto Railway Road;</u></li> <li>(iv) <u>the intersections of Kairanga Bunnythorpe Road with each of Railway Road and Campbell Road and the interaction with the level crossing;</u></li> <li>(v) <u>the Maple Street intersection with Railway Road;</u></li> <li>(vi) <u>vehicle crossings onto Railway Road between Maple Street and Kairanga Bunnythorpe Road;</u></li> <li>(vii) <u>Campbell Road, between 38 Campbell Road and the intersection with Stoney Creek Road;</u></li> <li>(viii) <u>SH 54 / Waughs Road;</u></li> <li>(ix) <u>Stoney Creek Road, including the intersections with Ashhurst Road and Kelvin Grove Road; and</u></li> <li>(x) <u>Any</u> other roading connections detailed in the Road Network Integration Plan; <del>and</del></li> </ul> </li> <li>(e) <u>the results of traffic modelling, which demonstrates that the design of the safety and road upgrades in (d) will achieve the standards in Condition [84A]; and</u></li> <li>(f) details of any feedback provided by Waka Kotahi NZ Transport Agency, Horizons Regional Council, Palmerston <del>North</del> City Council, and Manawatu District Council and how it has been</li> </ul>	
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		incorporated.		
82.	The Requiring Authority shall review and update the Operational Traffic Management Plan:  (a) with each relevant outline plan of works for buildings and development of the Freight Hub taking into account the outcomes of any monitoring and audits undertaken pursuant to condition 81;  (b) when vehicle movements associated with the Freight Hub exceed 4200 vehicles per day; and  (c) when vehicle movements associated with the Freight Hub exceed 8000 vehicles per day.	82.	The Requiring Authority shall review and update the Operational Traffic Management Plan:  (a) with each relevant outline plan of works for buildings and development of the Freight Hub taking into account the outcomes of any monitoring and audits undertaken pursuant to condition 81 <u>and [67A]</u> ;  (b) when vehicle movements associated with the Freight Hub exceed <u>a combined total across all site accesses of</u> 4200 vehicle <u>movements</u> per day; <u>and</u>  (c) when vehicle movements associated with the Freight Hub exceed <u>a combined total across all site accesses of</u> 8000 <u>movements</u> per day;  (d) <u>when the regional freight ring road and/or any bypasses of Bunnythorpe are constructed and open to the public;</u>  (e) <u>if the results of the traffic monitoring undertaken in accordance with Condition [81(a)] shows that the safety and level of service at the locations listed in (81(d)) do not achieve the standards in Condition [84A].</u>	H Fraser
83.	The Requiring Authority shall advise Waka Kotahi NZ Transport Agency, Horizons Regional Council, Palmerston North City Council and Manawatu District Council on the outcomes of any review undertaken in accordance with condition 83 and provide any updated draft Operational Traffic Management Plan to those parties for review and feedback.	83.	The Requiring Authority shall advise Waka Kotahi NZ Transport Agency, Horizons Regional Council, Palmerston North City Council and Manawatu District Council on the outcomes of any review undertaken in accordance with condition 83 and provide any updated draft Operational Traffic Management Plan to those parties for review and feedback, <u>in accordance with Condition 80.</u>	A Copplestone
84.	The Requiring Authority is not required to review and update the Operational Traffic Management Plan under 74(b) or 74(c) within 12 months of the previous review and update of the Operational Traffic Management Plan.	84.	The Requiring Authority is not required to review and update the Operational Traffic Management Plan under <u>8274</u> (b) or <u>8274</u> (c) within 12 months of the previous review and update of the Operational Traffic Management Plan.	A Copplestone
		<b>Standards for road and safety upgrades</b>		
		<u>[84A] Prior to commencement of operation of the Freight Hub, and prior to the practical completion of all main stages and components of the Freight Hub, the Requiring Authority shall undertake any upgrade works necessary such that the intersections, links and accesses listed in Condition [81(d)] achieve:</u>  (a) <u>An <del>intersection</del> Level of Service of D or better (for sign controlled intersections, this is the Level of Service on the side road(s) approach(es)), as modelled with SIDRA or similar</u>	H Fraser	

intersection modelling software; and

- (b) Road safety audits undertaken in accordance with the New Zealand Transport Agency Road Safety Audit Procedures for Projects, Guidelines Interim Release May 2013 which identify no serious or significant safety concerns.

**Operational Noise and Vibration**

**Operational Noise and Vibration**

85. All operational activities on the Freight Hub must be undertaken to ensure that noise does not exceed the limits in Table 3 when measured at or beyond the Noise Management Boundary shown in Figure 1 as far as practicable.

- (a) Sound levels must be measured in accordance with NZS 6801:2008 Acoustics – Measurement of environmental sound and assessed in accordance with NZS 6802:2008 Acoustics – Environmental noise except that no corrections shall be made for duration (6.4) and corrections for Noise Characteristics shall only be made using objective methods.
- (b) This does not apply to traffic on the perimeter road, or rail traffic on the North Island Mail Trunk Line.

Table 3

All times	55cB LAeq (1hr)
10pm-7am	85 dB LAmax

Figure 1 Noise Management Boundary

85. All operational activities ~~on~~ at the Freight Hub must be undertaken to ensure that noise does not exceed the limits in Table 3 when measured at or beyond the Noise Management Boundary shown in Figure 1 ~~as far as practicable~~.

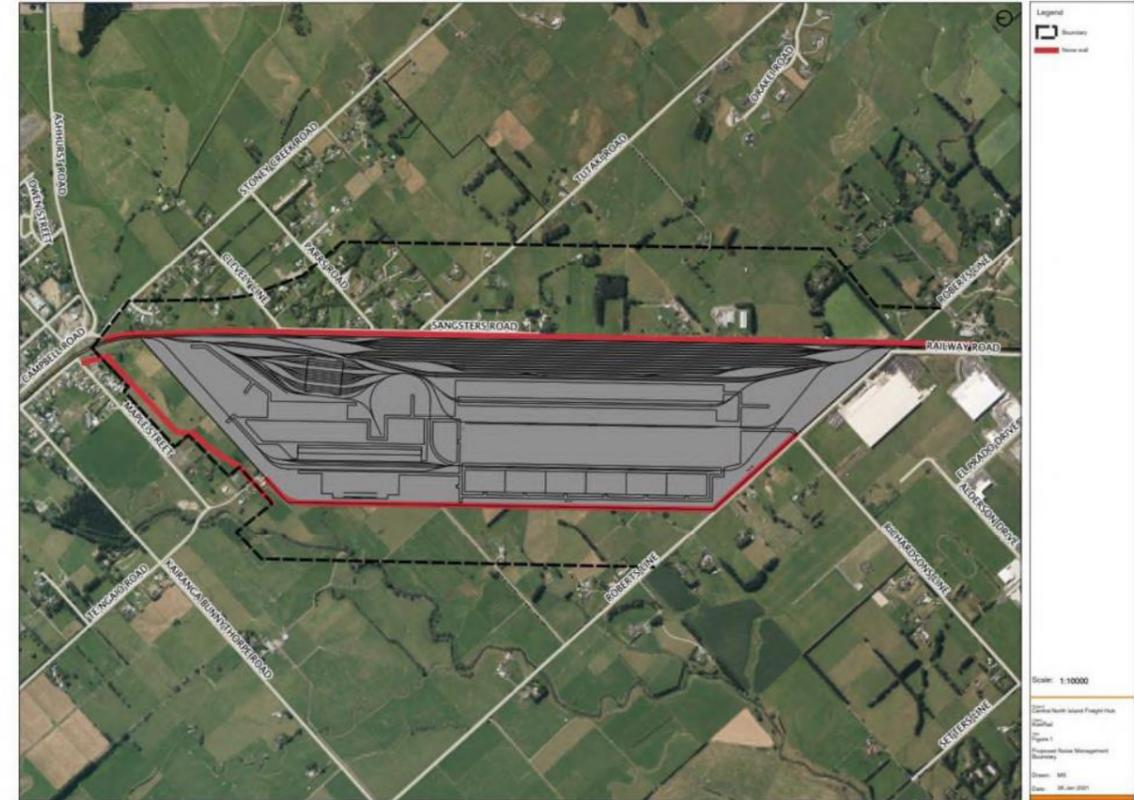
- (a) ~~Sound levels must be measured in accordance with NZS 6801:2008 Acoustics – Measurement of environmental sound and assessed in accordance with NZS 6802:2008 Acoustics – Environmental noise except that no corrections shall be made for duration (6.4) and corrections for Noise Characteristics shall only be made using objective methods.~~
- (b) ~~This does~~ These limits do not apply to traffic on the perimeter road, or rail traffic on the North Island ~~Main~~-Trunk Line.

Table 3

All times	55 <del>cd</del> B LAeq (1hr)
10pm-7am	85 dB LAmax

Figure 1 Noise Management Boundary

N Lloyd



[85A] Sound levels of operational activities at the Freight Hub must be measured in accordance with NZS 6801:2008 Acoustics – Measurement of environmental sound and assessed in accordance with NZS 6802:2008 Acoustics – Environmental noise, except that no corrections shall be made for duration (6.4) and corrections for Noise Characteristics shall only be made using objective methods.

N Lloyd

[85B] The Freight Hub must be designed and operated to ensure that noise does not exceed 65 dB LAeq(1hr) within any site zoned Rural or Residential which is outside the Designation.

N Lloyd

[85C] Within the 45 dB LAeq(1hr) noise boundary shown on Figure 2, noise emitted from the Freight Hub during operation shall not exceed the Maximum Acceptable Internal Sound Levels specified in Table 4.

[Insert Figure 2: 45 dB LAeq (1hr) noise boundary contour. This is Figure 12 in the Acoustic Assessment].

N Lloyd

Table 4			
Building type	Occupancy/noise sensitive activity	Maximum Acceptable Internal Sound Levels LAeq(1h)	Maximum Acceptable Internal Sound Levels Lmax

	Residential	Sleeping spaces (during the hours of 10pm to 7am)	35 dB	60 dB L <sub>Amax</sub>		
		All other habitable rooms	40 dB			
	Education	Lecture rooms/theatres, music studios, assembly halls	35 dB			
		Teaching areas, conference rooms, drama studios, sleeping areas	40 dB			
		Libraries	45 dB			
	Health	Overnight medical care, wards	40 dB			
		Clinics, consulting rooms, theatres, nurses' stations	45 dB			
	Cultural	Places of worship, marae	35 dB			
	<p><b><u>Advice note:</u></b></p> <p>Noise <b><i>exceedance</i></b> may be either measured or predicted.</p>					
		[85D] <u>Noise Insulation</u>				N Lloyd
	(a)	<p><u>Prior to detailed design and preparation of the Operational Noise and Vibration Management Plan, the Requiring Authority shall predict and map (showing noise contours) the daytime and night-time Freight Hub noise levels for the following 12 months. The predictions and map shall subsequently be updated annually thereafter, and whenever a significant change in operational activity at the Freight Hub is predicted to increase the noise levels by 2 dB or more.</u></p>				
	(b)	<p><u>Where sound levels are predicted to exceed 55 dB LAeq(1hr) at any time, or 45 dB LAeq(1hr) between the hours of 10pm and 7am, at any noise sensitive activity listed in Table 4 in [Condition 85C], noise insulation and/or ventilation shall be installed in existing buildings where authorised by the property owner and at the Requiring Authority's cost. The installation of insulation and/ or ventilation must achieve the Maximum Internal Sound Levels in Table 4, when designed against the maximum future allowable noise levels in Figure 1 in Condition 85 and the maximum noise levels in Figure 2 in Condition [85C]:</u></p>				

		<p>(c) <u>The noise insulation shall assume maximum noise levels from either the current or any future Freight Hub operational noise contour map and the noise characteristic shall be that of a representative locomotive.</u></p> <p>(d) <u>The results of the predictions and mitigation required by (a) and (b) must be provided to the [Head of Planning Services] at Palmerston North City Council within three months of the date of the assessment.</u></p>		
86.	All operational activities in the Freight Hub (excluding the NIMT) must be undertaken to ensure that vibration at any dwelling existing as at 23 October 2020 outside the Freight Hub does not exceed 0.3 mm/s vw,95 as far as practicable.	86.	All operational activities in the Freight Hub (excluding the NIMT) must be undertaken to ensure that vibration at any dwelling existing as at 23 October 2020 outside the Freight Hub does not exceed 0.3 mm/s vw,95 <u>as far as practicable.</u>	N Lloyd
87.	The Requiring Authority shall prepare and implement an Operational Noise and Vibration Management Plan.	87.	The Requiring Authority shall prepare and implement an Operational Noise and Vibration Management Plan.	Agreed
88.	The objective of the Operational Noise and Vibration Management Plan is to detail measures to control noise and vibration effects from the operation of the Freight Hub.	88.	The objective of the Operational Noise and Vibration Management Plan is to detail measures to control noise and vibration effects from the operation of the Freight Hub.	Agreed
89.	The Operational Noise and Vibration Management Plan shall be prepared by a suitably qualified and experienced person.	89.	The Operational Noise and Vibration Management Plan shall be prepared by a suitably qualified and experienced person.	Agreed
90.	<p>The Operational Noise and Vibration Management Plan shall outline:</p> <p>(a) the noise and vibration limits for both day and night time activities within the Freight Hub must operate as set out in Table 3 and Condition 85;</p> <p>(b) an operational noise contour map;</p> <p>(c) the details of any noise mitigation required to manage the noise effects including:</p> <p>(i) a continuous barrier, including bunds and/or natural elevation on the eastern boundary of the designation extent to 5 metres above the finished ground level of the Freight Hub;</p> <p>(ii) a barrier 3 metres above finished ground level of the Freight Hub on the northern boundary of the designation extent;</p> <p>(ii) a barrier 3 metres above finished ground level on the western boundary of the</p>	90.	<p>The Operational Noise and Vibration Management Plan shall outline:</p> <p>(a) the <u>noise</u> and vibration limits for both day and night-time activities within the Freight Hub <u>must operate</u> as set out in <u>Table 3 and</u> Condition 85;</p> <p>(b) <u>the noise boundary in Figure 1 in Condition 85;</u></p> <p>(c) <u>the 45 dB LAeq(1hr) noise boundary contour in Figure 2 in Condition [85C]; and</u></p> <p>(d) <u>the current predicted an</u>-operational noise contour map <u>required by Condition [85D(a)];</u></p> <p>(e) the details of any noise mitigation required to manage the noise effects including, <u>as a minimum:</u></p> <p>(i) a continuous barrier, including bunds and/or natural elevation on the eastern boundary of the designation extent <u>extending</u> to 5 metres above the finished ground level of the Freight Hub <u>(or higher, if required to comply with Condition</u></p>	N Lloyd

<p>Freight Hub if dwellings are still within 500m of the Freight Hub when operation commences; and</p> <p>(iii) an asphaltic mix road surface on the Perimeter Road.</p> <p>(d) the outcome of investigations undertaken for dwellings existing as at 23 October 2020 that are predicted to be subject to exceedance of Category A noise criteria contained at Table 5 of Technical Report D – Acoustic Assessment;</p> <p>(e) the acoustic treatment that is necessary to achieve acceptable internal noise levels of 35 dB LAeq(1h) in bedrooms and 40 dB LAeq(1h) in other habitable spaces of dwellings as at [23 October 2020];</p> <p>(f) the process for undertaking modelling and monitoring of operational noise and vibration;</p> <p>(g) the location of permanent noise monitors which shall include one in the northern area and one in the eastern area of the Freight Hub; and</p> <p>(h) site noise management measures including operation of machinery and equipment in a manner to avoid unreasonable noise.</p>	<p><u>[85]</u>;</p> <p>(ii) a barrier 3 metres above <u>the</u> finished ground level of the Freight Hub, on the northern boundary of the designation extent;</p> <p>(iii) a barrier 3 metres above <u>the</u> finished ground level on the western boundary of the Freight Hub, if dwellings <u>at the western boundary</u> are still within 500m of the Freight Hub when operation commences; <del>and</del></p> <p>(iv) <u>acoustic treatment to buildings required by Condition [85D]; and</u></p> <p>(v) an asphaltic mix road surface on the Perimeter Road.</p> <p><del>(f) the outcome of investigations undertaken for dwellings existing as at 23 October 2020 that are predicted to be subject to exceedance of Category A noise criteria contained at Table 5 of Technical Report D – Acoustic Assessment;</del></p> <p><del>(g) the acoustic treatment that is necessary to achieve as at [23 October 2020];</del></p> <p>(h) the process for undertaking modelling and monitoring of operational noise and vibration;</p> <p>(i) the location of permanent noise monitors, which shall include one in the northern area and one in the eastern area of the Freight Hub; and</p> <p>(j) site noise management measures, including operation of machinery and equipment in a manner to avoid unreasonable noise.</p>	
<p>91. The Requiring Authority shall make the current version of the Operational Noise and Vibration Management Plan publicly available.</p>	<p>91. The Requiring Authority shall make the current version of the Operational Noise and Vibration Management Plan publicly available <u>on its website</u>.</p>	<p>Agreed</p>
<p>92. The Requiring Authority shall review and update (including with any additional noise modelling as required) the Operational Noise and Vibration Management Plan:</p> <p>(a) annually; and</p> <p>(b) prior to any significant changes in activity at the Freight Hub that might reasonably be expected to alter or otherwise affect the noise and vibration levels generated from the Freight Hub.</p>	<p>92. The Requiring Authority shall review and update (including with any additional noise modelling as required) the Operational Noise and Vibration Management Plan:</p> <p>(a) annually; and</p> <p>(b) prior to any significant changes in activity at the Freight Hub that might reasonably be expected to alter or otherwise affect the noise and vibration levels generated from the Freight Hub.</p>	<p>Agreed</p>
<p><b>Operational Air Quality</b></p>		
<p><u>Operational Dust Management</u></p> <p>93. The Requiring Authority shall prepare and implement an Operational Dust Management Plan.</p>	<p><u>Operational Air Quality <del>Dust</del> Management Plan</u></p>	<p>D Ryan</p>

	93. The Requiring Authority shall prepare and implement an Operational <del>Air Quality Dust</del> Management Plan.	
94. The objective of the Operational Dust Management Plan is to detail the mitigation and ongoing measures to control dust effects from the operation of the Freight Hub.	94. The objective of the Operational <del>Air Quality Dust</del> Management Plan is to <u>avoid, remedy and mitigate adverse effects of emissions to air and to protect human health and amenity. detail the mitigation and ongoing measures to control dust effects from the operation of the Freight Hub</u>	D Ryan, A Copplestone
95. The Operational Dust Management Plan shall be prepared by a suitably qualified and experienced person.	95. The Operational <del>Air Quality Dust</del> Management Plan shall be prepared by a suitably qualified and experienced person.	Agreed
96. The Operational Dust Management Plan shall outline:  (a) The details and location of dust generating activities on the site;  (b) A description of any sensitive receptor locations;  (c) A qualitative assessment of the risk of impacts of dust generation from dust generating activities, including the typical frequency and duration of exposure to dust for each activity;  (d) A description of the intensity and character (including offensiveness) of each type of dust discharge;  (e) The mitigation and management practices to minimise dust emissions;  (f) The process for monitoring dust generation and dust generating activities;  (g) The roles and responsibilities of staff in relation to the Operational Dust Management Plan; and  (h) The training required for staff to implement the Operational Dust Management Plan.	96. The Operational <del>Air Quality Dust</del> Management Plan shall <u>achieve the objective in Condition 94 and shall include outline:</u>  (a) <u>A description of the activities and sources on site with the potential to generate discharges to air; The details and location of dust-generating activities on the site;</u>  (b) <u>A description of the potential effects of the air contaminant discharges;</u>  (c) A description of <u>the receiving environment and identification of any sensitive receptors within 150m of the site boundaries locations;</u>  (c) <del>A qualitative assessment of the risk of impacts of dust generation from dust generating activities, including the typical frequency and duration of exposure to dust for each activity;</del>  (d) <del>A description of the intensity and character (including offensiveness) of each type of air quality emissions dust discharge;</del>  (d) The mitigation and management practices to minimise <u>the potential for air discharges to have more than minor impacts on air quality beyond the site boundary dust emissions;</u>  (e) <u>A description of the particulate matter The process for monitoring programme and monitoring equipment dust generation and dust-generating activities;</u>  (f) <u>A maintenance and calibration schedule for meteorological and particulate matter monitoring instruments, and data management procedures;</u>  (g) <u>Methods for undertaking visual monitoring assessments of dust emissions;</u>  (h) <u>Procedures for training of personnel and contractors to make them aware of the requirements of the Air Quality Management Plan;</u>  (i) <u>Procedures for responding to the particulate matter monitoring and wind speed triggers in</u>	D Ryan

		<p><u>Condition [59C];</u></p> <p>(j) <u>The process for recording complaints and providing feedback to the complainant on how issues raised in complaints have been resolved;</u></p> <p>(k) The roles and responsibilities of <u>personnel responsible for implementing and reviewing staff in relation to</u> the Operational <u>Air Quality Dust</u> Management Plan; <u>and</u></p> <p><del>(l) The training required for staff to implement the Operational <u>Air Quality Dust</u> Management Plan.</del></p>	
97.	The Requiring Authority shall make the Operational Dust Management Plan publicly available.	97. The Requiring Authority shall make the Operational <u>Air Quality Dust</u> Management Plan publicly available <u>on its website.</u>	Agreed
98.	The Requiring Authority shall review and update the Operational Dust Management Plan: (a) annually; and (b) prior to any significant changes in activity at the Freight Hub that might reasonably be expected to alter or otherwise affect the dust generated from the Freight Hub.	98. The Requiring Authority shall review and update the Operational <u>Air Quality Dust</u> Management Plan: (a) annually; and (b) prior to any significant changes in activity at the Freight Hub that might reasonably be expected to alter or otherwise affect the <u>air quality emissions</u> <del>dust</del> generated from the Freight Hub; <u>and</u>  <u>(c) the updated Operational Air Quality Management Plan shall include details of any complaints received in relation to emissions to air during the preceding year, how those complaints were resolved, and any additional mitigation or management measures required to minimise the generation of emissions to air.</u>	A Coplestone
99.	At least three months prior to operation of the marshalling yards commencing, the Requiring Authority shall: (a) identify dwellings within 100m of the Freight Hub’s marshalling yards and existing as at 23 October 2020 that have roof top rain water supply systems; (b) undertake investigations of the household water supply at each of the affected dwellings identified in condition 98(a) and identify any mitigation measures required to manage potential dust effects, including:  (i) the installation of a first-flush rainwater diversion systems at residences that rely on rainwater collection; or  (ii) the supply by bulk tanker of potable water to residents' tank storage	99. At least three months prior to <u>construction operation of the marshalling yards</u> commencing, the Requiring Authority shall: (a) identify dwellings within 100m of the Freight Hub’s <u>Designation boundary marshalling yards and existing as at 23 October 2020</u> that have roof top rain water supply systems; (b) undertake investigations of the household water supply at each of the <u>potentially</u> affected dwellings identified in condition 98(a) and identify any mitigation measures required to manage potential dust effects, including:  i. the installation of a first-flush rainwater diversion systems at residences that rely on rainwater collection; or  ii. the supply by bulk tanker of potable water to residents' tank storage systems; or	D Ryan

<p>systems; or</p> <p>(iii) connection to a domestic water supply reticulation system.</p>	<p>iii. connection to a domestic water supply reticulation system.</p> <p>(c) <u>Undertake as soon as practicable, the mitigation measures identified in the investigations required by (b), where authorised by the property owner, and at the Requiring Authority's cost.</u></p>	
<p><b>Third party restrictions</b></p>		
<p><u>Third Party restrictions</u></p> <p>100. The Requiring Authority shall enable access for maintenance utility works undertaken in road corridors in accordance with the National Code of Practice for Utility Operators Access to Transport Corridors (September 2016) or any approved update to the Code.</p>	<p><u>Third Party restrictions</u></p> <p>100. The Requiring Authority shall enable access for maintenance utility works undertaken in road corridors in accordance with the National Code of Practice for Utility Operators Access to Transport Corridors (September 2016) or any approved update to the Code.</p>	<p>Agreed</p>
<p><u>XXA. The Requiring Authority shall ensure that access is maintained to the National Grid transmission line and support structure for maintenance at all reasonable times, and emergency works at all times.</u></p>	<p><u>100A. The Requiring Authority shall ensure that access is maintained to the National Grid transmission line and support structure for maintenance at all reasonable times, and for emergency works at all times.</u></p>	<p>Agreed</p>
<p>Post-completion review of designation extent and conditions</p> <p>101. As soon as practicable following completion of construction of the Freight Hub, the Requiring Authority shall:</p> <p>(a) review the designation extent;</p> <p>(b) identify areas of designated land that the Requiring Authority considers are no longer necessary for the ongoing operation, maintenance or for ongoing measures to mitigate adverse effects of the Freight Hub; and</p> <p>(c) notify the Council under section 182 of the RMA to remove those parts of the designation.</p>	<p>Post-completion review of designation extent and conditions</p> <p>101. <u>Within one year <del>As soon as practicable</del></u> following completion of construction of the Freight Hub, the Requiring Authority shall:</p> <p>(a) review the designation extent;</p> <p>(b) identify areas of designated land that the Requiring Authority considers are no longer necessary for the ongoing operation, maintenance or for ongoing measures to mitigate <u>offset or compensate for</u> adverse effects of the Freight Hub; and</p> <p>(c) notify the Council under section 182 of the RMA to remove those parts of the designation.</p> <p><b><u>Advice note:</u></b></p> <p><u>In particular, consideration should be given to the Designation being withdrawn from land subject to other designations (including roads) and the National Grid.</u></p>	<p>A Coplestone</p>
<p>102. Once construction of the Freight Hub is complete, the following construction conditions will no longer apply and can be removed as part of any subsequent District Plan review:</p> <p>(a) conditions 23 – 25; and</p> <p>(b) conditions 57-73.</p>	<p>102. Once construction of the Freight Hub is complete, the following construction conditions will no longer apply and can be removed as part of any subsequent District Plan review:</p> <p>(a) conditions 23 – 25; and <u>[update once numbering is confirmed]</u></p> <p>(b) conditions 57-73. <u>[update once numbering is confirmed]</u></p>	<p>A Coplestone</p>

<p><i>Advice note: This condition does not prevent works required for the ongoing operation or maintenance of the Freight Hub from being undertaken</i></p>	<p><i>Advice note: This condition does not prevent works required for the ongoing operation or maintenance of the Freight Hub from being undertaken.</i></p>	
	<p><b>Ecology</b></p>	
	<p><u>Assessment of ecological values</u></p> <p>[103] <u>Prior to enabling and construction works commencing, the Requiring Authority must complete an assessment of the ecological values of the designation in accordance with relevant and appropriate best practice methodologies, to identify the extent and values of the terrestrial, freshwater and wetland habitats of the Designation. The assessment must include, at least:</u></p> <ul style="list-style-type: none"> <li>(a) <u>Stream classification, extent and values, including habitat and ecosystem function assessments, within the Designation and within the receiving environment;</u></li> <li>(b) <u>Surveys of streams to identify any erosion prone areas, to provide a baseline state against which to measure change;</u></li> <li>(c) <u>Wetland extent and values, in accordance with Wetland Delineation Protocols, Horizons One Plan - Schedule F and NPS FM definitions;</u></li> <li>(d) <u>Vegetation assessment to identify extent and values, including both habitat values and presence of Threatened or At Risk Species, and against the criteria within the Horizons One Plan Schedule F;</u></li> <li>(e) <u>Lizard surveys, to identify species present and habitat values;</u></li> <li>(f) <u>Bat surveys, if the vegetation assessment identifies potential temporary roost trees;</u></li> <li>(g) <u>Bird surveys, to identify species likely to use the Designation on a temporary or permanent basis, including (but not limited to) assessment of wetland birds if wetlands are identified;</u></li> <li>(h) <u>Freshwater fauna surveys to identify the presence of fauna within the streams within the designation, upstream of the Designation and within the receiving environment downstream of the designation;</u></li> <li>(i) <u>Water quality including, but not limited to, parameters related to urban and industrial run off, suspended and deposited sediment and presence of periphyton and macrophytes within and downstream of the Designation.</u></li> </ul>	<p>J Quinn</p>
	<p><u>Ecological Management Plan</u></p>	<p>J Quinn</p>

	<p>[104] <u>Prior to enabling and construction works commencing, the Requiring Authority shall prepare an Ecological Management Plan in accordance with Condition [106] and implement it for the duration of the works.</u></p>	
	<p>[105] <u>The objective of the Ecological Management Plan is to avoid, remedy or mitigate the actual and potential adverse effects of enabling and construction works, and operation of the Freight Hub, on identified ecological and biodiversity values.</u></p>	J Quinn
	<p>[106] <u>The Ecological Management Plan shall achieve the objective in Condition [105] and shall be prepared by a suitably qualified and experienced ecologist(s), in consultation with mana whenua. The Ecological Management Plan shall include:</u></p> <ul style="list-style-type: none"> <li>(a) <u>A summary of the ecology and biodiversity values and effects of the Designation;</u></li> <li>(b) <u>How adverse effects on these habitats, flora and fauna values will be avoided, remedied or mitigated;</u></li> <li>(c) <u>For any residual adverse effects, details of any ecological or biodiversity offsetting or compensation required (including transparent and robust modelling outputs required by Condition [107] below) and any associated management requirements;</u></li> <li>(d) <u>Identification and management of taonga species;</u></li> <li>(e) <u>Induction procedures for site personnel in respect of ecological requirements, including measures to prevent the introduction of pest plants and pest animals; and</u></li> <li>(f) <u>A description of ecological monitoring to be undertaken, including cultural monitoring.</u></li> </ul> <p><b><u>Advice note:</u></b></p> <p><u>Any Ecological Management Plan that is approved or certified by the Manawatū-Whanganui Regional Council for any regional resource consent required for the works shall be deemed to meet the requirements of this condition.</u></p>	J Quinn
	<p>[107] <u>Should offset or compensation be required to address residual adverse ecological effects, the offset or compensation type and quantum shall be determined using a robust and transparent methodology, to ensure measurable conservation outcomes are achieved.</u></p> <p><b><u>Advice note:</u></b></p> <p><u>‘Robust and transparent’ methodologies could include:</u></p>	J Quinn

	<ul style="list-style-type: none"> <li>- <a href="#">Stream Ecological Valuation for stream habitats;</a></li> <li>- <a href="#">Biodiversity Offset Accounting Model or Qualitative Biodiversity Model for wetland and terrestrial habitats.</a></li> </ul>	
	<p><a href="#">[108]</a></p> <p>(a) <a href="#">In the event of discovery or any ‘At-Risk’ or ‘Threatened’ flora or fauna (as defined by the Department of Conservation’s New Zealand Threat Classification System) within the Designation, where the flora or fauna is not specifically addressed by the Ecological Management Plan, the Requiring Authority must determine a course of action:</a></p> <ul style="list-style-type: none"> <li>(i) <a href="#">Based on the advice of an independent, suitably qualified and experienced ecologist;</a></li> <li>(ii) <a href="#">With reference to the Ecological Management Plan framework; and</a></li> <li>(iii) <a href="#">Taking into account the outcomes of consultation with the Department of Conservation and mana whenua.</a></li> </ul> <p>(b) <a href="#">The Requiring Authority must provide written advice to the Palmerston North City Council [Head of Planning Services] setting out the course of action determined in accordance with clause (a). The appropriate course of action may include (but is not limited to) further surveys, ceasing works for a period of time, avoiding works in a particular location, and/or capture and relocation.</a></p> <p><b><a href="#">Advice note:</a></b></p> <p><a href="#">Notwithstanding this condition, the Requiring Authority must comply with all relevant provisions of the Wildlife Act 1953.</a></p>	J Quinn
	<b><a href="#">Train operations</a></b>	
	<p><a href="#">Safety in Design</a></p> <p><a href="#">[109]</a> <a href="#">The Requiring Authority shall undertake and document a Safety in Design process in accordance with KiwiRail Standard [G-ST-AL-9131 General Standard – Safety in Design] and record the outputs of this process in the first Outline Plan.</a></p>	M Than
	<a href="#">Train operation simulation</a>	M Than

	<p>[110] <u>The Requiring Authority shall carry out a detailed simulation of the Freight Hub concept of operations in accordance with [AS 7473:2020 Complex system integration in railways] and record the outputs of this simulation in the first Outline Plan.</u></p>	
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