

Appendix B

General Conditions

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:
 - (a) Designation extent dated 15 September 2020.
 - (b) Land Requirement plans and schedule of land included in designation.
 - (c) Volume 2 Assessment of Effects on the Environment and supporting information:
 - (i) Concept Plan (Figure 1240) dated ~~20 October~~ [12 February 2021](#), prepared by Stantec.
 - (ii) Draft indicative Landscape plan dated ~~3 February 2021~~ [12 October 2020](#) prepared by Isthmus Group (rev 1).
 - (d) Volume 3 Technical Reports.
2. Where there is any inconsistency between the Notice of Requirement documentation listed above and the designation conditions, the designation conditions shall prevail.
3. Any reference in these conditions to a New Zealand Standard includes any future amendments or replacements of that standard.

Lapse Period

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.

Management Plans

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.
6. All works shall be carried out in accordance with the applicable [mManagement pPlan\(s\)](#) and other plans required by these conditions.

Outline Plan(s)

7. An outline plan or plans shall be prepared and submitted to the Council in accordance with section 176A of the RMA.
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.
9. The outline plan(s) shall include any relevant management plan for the particular design or

construction matters being addressed in the outline plan. The following must be included in an outline plan or plans (as relevant to the particular design or construction matters being addressed):

- (a) Construction Management Plan
- (b) Construction Traffic Management Plan
- (c) Construction Noise and Vibration Management Plan
- (d) Landscape Plan
- (e) Construction Engagement Plan
- (f) Stormwater ~~Design Report~~ [Management Plan](#)
- (g) Stormwater ~~Management and~~ [Monitoring and Maintenance](#) Plan
- (h) Road Network Integration Plan
- (i) Operational Noise and Vibration Management Plan
- [\(j\) Operational Traffic Management Plan](#)
- [\(k\) Operational Dust Management Plan](#)

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:

- (a) amendment proposed is provided in writing to the Palmerston North City Council; and
- (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.

Communication and Engagement

Community Liaison Forum

- 11. ~~At least 12 months prior to construction and until at least 12 months after the Freight Hub commences operation,~~ [Prior to the commencement of construction and until at least 12 months after the Freight Hub commences operation,](#) the Requiring Authority shall establish and maintain a Community Liaison Forum.
- 12. The purpose of the Community Liaison Forum is to provide an [interactive forum platform](#) 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.](#)

13. The Requiring Authority shall determine the ~~type of platform and~~ frequency of updates to the community through the forum, which shall be at least every six months during construction and 12 months during operation.

~~12.14.~~ The Requiring Authority shall ensure that the ~~platform forum~~ provides opportunities for the community to provide feedback, including feedback on draft management plans prepared in accordance with the conditions of this Notice of Requirement.

Community Liaison Person

15. Within 12 months of the **[date the NoR is confirmed]** and until at least 12 months after the Freight Hub commences operation, the Requiring Authority shall appoint a Community Liaison Person ~~as the point of contact for the community.~~

16. 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.

~~13.17.~~ The Community Liaison Person will be responsible for administering the Community Liaison Forum, once established in accordance with condition 11.

14.18. The Requiring Authority shall make the contact details of the Community Liaison Person available to the community.

Construction Engagement Plan

~~15.19.~~ Prior to the commencement of construction, the Requiring Authority shall prepare a Construction Engagement Plan and implement the plan for the duration of construction.

16.20. The objective of the Construction Engagement Plan shall be to outline a process to ensure that the community is provided with construction information ~~prior to the commencement of construction and to ensure the ongoing provision of information~~ during construction of the Freight Hub.

17.21. The Construction Engagement Plan shall include:

- (a) Contact details of the Community Liaison Person appointed pursuant to condition ~~18.15.~~
- (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 54.

Complaints Register

22. ~~Within 12 months of [date the NoR is confirmed] the Requiring Authority, at all times during construction, shall maintain a register of any complaints received in relation to adverse effects of the construction of the Freight Hub.~~ 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 at least 12 months after the Freight Hub commences operation.

~~18-23.~~ The complaints register must include:

- (b) the name and contact details of the complainant;
- (c) the nature and details of the complaint; and
- (d) measures taken by the Requiring Authority to respond to the complaint or where any measures have not been taken, the reasons why.

24. ~~The~~ is complaints register shall be made available to Palmerston North City Council upon request.

25. 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.

Mana Whenua

Mana Whenua Values

~~19-26.~~ Prior to the commencement of construction, the Requiring Authority shall prepare a Mana Whenua Engagement Framework.

~~20-27.~~ 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.

~~21-28.~~ The Requiring Authority shall engage with mana whenua to develop the contents of the Mana Whenua Engagement Framework, which may include:

- (a) roles and responsibilities of mana whenua, including in relation to design and development of the Freight Hub;
- (b) involvement in preparation of management plans;

- (c) monitoring activities to be undertaken;
- (d) involvement in developing and partaking in accidental discovery protocols;
- (e) site dedication protocols; and
- (f) opportunities for the expression of mana whenua values in the design and development of the Freight Hub.

Contamination

22-29. [Prior to commencement of construction, 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 \("NES-CS"\).](#)–

30. [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.](#)

Archaeology

23-31. 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.

24-32. The accidental discovery protocol shall be prepared in collaboration with mana whenua and shall include:

- (a) specific procedures in the event that kōiwi tangata or taonga are discovered; and
- (b) 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.

Stormwater

Stormwater ~~modelling~~Management Report

25-33. The Requiring Authority shall prepare and submit a Stormwater ~~Design Report~~Management Report with the first outline plan to Palmerston North City Council containing details of the stormwater detention ponds.

26-34. The Stormwater ~~Design Report~~Management Report shall be prepared by a suitably qualified and experienced person.

27-35. The purpose of the Stormwater ~~Design Report~~Management Report is to confirm the ~~sizing-~~(volume)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.

28-36. The Stormwater ~~Design Report~~Management Report shall:

- (a) outline the results of hydraulic modelling of the Mangaone Stream Catchment as

affected by the Freight Hub; ~~and~~

(b) confirm the appropriate size of the stormwater

~~detention~~ ponds.

Stormwater Management and Monitoring Plan

~~29-37.~~ Prior to commencement of construction, the Requiring Authority shall prepare and implement a Stormwater Management and Monitoring Plan.

~~30-38.~~ 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.

~~31-39.~~ The Stormwater Management and Monitoring Plan shall be prepared by a suitably qualified and experienced person.

~~32-40.~~ The Stormwater Management and Monitoring Plan shall include:

- (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;
- (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
- (c) details of the location and operation of any ~~emergency spillway~~ stormwater outlets from the site, including emergency spillway.

Level Crossing Safety Impact Assessment

~~33-41.~~ At least 12 months prior to construction commencing, the Requiring Authority shall commission Level Crossing Safety Impact Assessments for:

- (a) the Campbell Road/Kairanga Bunnythorpe Road level crossing; and
- (b) the Waughs Road/Campbell Road level crossing.

~~34-42.~~ The Requiring Authority will engage with Palmerston North City Council to determine how to appropriately allocate implementation responsibilities in relation to the recommendations in each Level Crossing Safety Impact Assessment.

Road Network Integration Plan

~~35-43.~~ At least 12 months prior to construction commencing, the Requiring Authority shall prepare a Roading Network Integration Plan.

~~44.~~ The objective of the Roading Network Integration Plan is to ensure that the roading network for the Freight Hub is appropriately managed and integrated with the wider transport network.

~~36-45.~~ The Requiring Authority shall consult and share information with Palmerston North City Council, Horizons Regional Council and Waka Kotahi NZ Transport Agency in preparing the Road Network Integration Plan.

~~37-46.~~ The Roading Network Integration Plan shall include:

(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;

~~(b)~~ details of the location, and timing and design of any access to the Freight Hub;

~~(b)(c)~~ any changes and upgrades required to existing property accesses, roads, and intersections and roads upgrades required for the establishment and construction the and operation of the Freight Hub to be delivered by the Requiring Authority;

~~(c)(d)~~ the timing for the closure of any level crossings;

~~(c)(e)~~ the proposed speed limits for any new roads and changes to speed limits for existing roads;

~~(c)(f)~~ the location and timing and form of any changes and upgrades to pedestrian walkways, cycleways and public transport facilities, including any new walkways, cycleways and public transport facilities, including new or relocated ion of the Bunnythorpe Bus stop; bus stops;

~~(c)(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 the construction and operation of the Freight Hub; and

~~(h)~~ details of the feedback provided by Palmerston North City Council, and Horizons Regional Council and Waka Kotahi the 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.-

Landscape Plan

~~38-47.~~ Prior to commencement of construction, the Requiring Authority shall prepare a Landscape Plan.

~~39-48.~~ The objective of the Landscape Plan is to outline the landscape 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.

~~40-49.~~ The Landscape Plan shall be prepared by a suitably qualified and experienced person.

~~41-50.~~ The Landscape Plan shall include:

(a) the extent to which the design of the Freight Hub aligns with the industrial and rural values highlighted in the North East Industrial Design Guide. Where a different

approach to the North East Industrial Design Guide is proposed, the Landscape Plan shall outline the reasons for a departure from the approach and outline why the alternative approach is preferred.

- (b) the location and types of proposed landscape and visual amenity plantings, including planting of stormwater detention ponds, stream and riparian margins, cut faces, fill batters, and show how these plantings will integrate the built forms of the Freight Hub into the surrounding environment;
- (c) how the proposed planting would enhance the natural character of the Mangaone Stream surrounds;
- ~~(a)~~(d) how any roads and walkways within the designation extent integrate into the character of the surrounding area;
- ~~(b)~~(e) 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 vertical noise barriers and bunds and associated planting;
- ~~(e)~~(f) ~~(e)~~ the proposed timing for any landscape or visual amenity planting to maximise mitigation planting coverage prior to construction of the main buildings and/or operation of the Freight Hub where practicable; and
- (g) the process and programme for maintaining any landscape or visual amenity planting.

Construction

Construction Management Plan

42-51. Prior to commencement of the construction, the Requiring Authority shall prepare a Construction Management Plan, and implement the plan for the duration of construction.

43-52. The objective of the Construction Management Plan is to outline measures for managing construction related effects.

44-53. The Construction Management Plan shall include:

- (a) a construction programme, including any seasonal timings for works;
- (b) a detailed site layout;
- (c) the design and management specifications for all earthworks on-site, including disposal sites and their location;
- (d) measures to be implemented to minimise dust from construction and related earthworks;
- (e) the design of temporary lighting for enabling and construction works and construction support areas;
- (f) details on the timing of the installation of screening and planting and opportunities where this can be undertaken prior to works commencing;

- (g) the approach to the management of construction waste;
- (h) the accidental discovery protocol adopted by the Requiring Authority;
- (i) 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;
- (j) environmental incident and emergency management procedures; and
- (k) contact numbers for key construction staff, and staff responsible for any monitoring requirements.

Construction Traffic Management Plan

45-54. Prior to the commencement of construction, the Requiring Authority shall prepare a Construction Traffic Management Plan, and implement the plan for the duration of construction.

46-55. The objective of the Construction Traffic Management Plan is to outline the methods that will be undertaken to minimise adverse effects ~~from~~ construction works on ~~the~~ property access, traffic safety and efficiency of traffic movements.

47-56. The Construction Traffic Management Plan shall be prepared by a suitably qualified and experienced person.

57. The Construction Traffic Management Plan shall:

- (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 during night and peak times, as required;
- (b) identify safe site access routes, site access arrangements, and access points for heavy vehicles in a manner consistent with Waka Kotahi NZ Transport Agency's Code of Practice for Temporary Traffic Management;
- (c) 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 and school bus routes and temporary speed limits;
- (d) provide details for measures to maintain safe pedestrian and cyclist access movements in the vicinity of the site;
- (e) include the construction vehicle noise limits and any requirements for effective noise suppression;
- ~~(a)~~(f) detail measures to provide vehicle access to private and adjacent properties;
- ~~(b)~~(g) identify opportunities to use the rail network to minimise effects on the roading network where practicable;
- (h) provide details for any new permanent accesses to be formed at the earliest practical

opportunity to limit the adverse effects of construction and severance;

~~(e)~~(i) 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; and

~~(e)~~(i) provide a process for preparing a traffic management communications plan.

Construction Noise and Vibration Management Plan

~~48-58.~~ Prior to the commencement of construction, the Requiring Authority shall prepare a Construction Noise and Vibration Management Plan, and implement the plan for the duration of construction.

~~49-59.~~ The purpose of the Construction Noise and Vibration Management Plan is to demonstrate how compliance with the following will be achieved for the duration of construction of the Freight Hub, where applicable to the relevant works:

- (a) NZS 6803:1999 Acoustics – Construction Noise; or
- (b) Waka Kotahi, State Highway Construction and Maintenance Noise and Vibration Guide, 2019.

~~50-60.~~ The Construction Noise and Vibration Management Plan shall be prepared by a suitably qualified and experienced person.

~~51-61.~~ The Construction Noise and Vibration Management Plan shall include:

- (a) a description of the projected construction noise and vibration levels;
- (b) a description of the construction works and processes;
- (c) a description of anticipated equipment and any noise or vibration suppression devices;
- (d) the hours of operation, including times and days when activities causing noise and/or vibration would occur;
- (e) identification of affected dwellings and projected noise and vibration levels for those dwellings;
- (f) methods and frequency for monitoring and reporting on construction noise and vibration; and

~~(f)~~(g) construction equipment operator training procedures and expected construction site behaviours.

Operational Lighting

~~51-62.~~ Prior to the commencement of construction of the Freight Hub, the Requiring Authority shall prepare a Lighting Design Plan.

~~51-63.~~ The objective of the Lighting Design Plan is to demonstrate how the lighting for the outdoor operational areas, internal access roads, and car-parks of the Freight Hub will be designed to

manage glare and light spill from the operation of the Freight Hub, and to comply with R12A.4.1(f) of the District Plan.

4-64. The Lighting Design Plan shall include:

- (a) the lighting standards to be complied with;
- (b) the projected light spill or glare calculations; and
- (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.

Operational Traffic Management Plan

65. The Requiring Authority shall prepare and implement an Operational Traffic Management Plan.

66. The objective of the Operational Traffic Management Plan is to outline the methods that will be undertaken to manage adverse transport effects from operational activities of the Freight Hub.

67. The Operational Traffic Management Plan shall include:

- (a) a description of the expected traffic generation, including light and heavy vehicles, for activities within the Freight Hub;
- (b) the method for assessing the performance of accesses to the Freight Hub, both in terms of safety and traffic efficiency;
- (a)(c) the form and timing of safety upgrades to the section of Roberts Line between Railway Road and Richardsons Line, including in respect of established accesses and intersections; and
- (b)(d) a description of any other roading connections relevant to the access or operation of the Freight Hub detailed in the Road Network Integration Plan.

52-68. The Requiring Authority shall review and update the Operational Traffic Management Plan with each outline plan of works for buildings and development of the Freight Hub where relevant.

Operational Noise and Vibration

5-69. The Requiring Authority shall prepare and implement an Operational Noise and Vibration Management Plan.

6-70. The objective of the Operational Noise and Vibration Management Plan is to detail mitigation and ongoing measures to control noise and vibration effects from the operation of the Freight Hub.

7-71. The Operational Noise and Vibration Management Plan shall be prepared by a suitably qualified and experienced person.

8-72. The Operational Noise and Vibration Management Plan shall outline:

- (a) the noise and vibration limits ~~within which for~~ both day and night time activities within the Freight Hub must operate;
- (b) the details and location of any noise mitigation structures required to manage the noise ~~and vibration~~ effects including:
 - (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; and
 - (ii) a barrier 3 metres above finished ground level of the Freight Hub on the northern boundary of the designation extent.
- (c) 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;
- (d) 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];-
- ~~(b)~~(e) the process for undertaking ~~noise~~-modelling and monitoring of operational noise and vibration;:-
- ~~(e)~~(f) 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
- ~~(e)~~(g) site noise management measures including operation of machinery and equipment in a manner to avoid unreasonable noise.

52-73. The Requiring Authority shall make the current version of the Operational Noise and Vibration Management Plan publicly available.

52-74. The Requiring Authority shall review and update (including with any additional noise modelling as required) the Operational Noise and Vibration 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 noise and vibration levels generated from the Freight Hub.

Operational Dust Management

75. The Requiring Authority shall prepare and implement an Operational Dust Management Plan.

76. 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.

77. The Operational Dust Management Plan shall be prepared by a suitably qualified and experienced person.

78. 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.

79. The Requiring Authority shall make the Operational Dust Management Plan publicly available.

80. The Requiring Authority shall review and update the Operational Dust Management Plan:

- (c) annually; and
- (d) 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.

Post-completion

Post-completion review of designation extent and conditions

52-81. As soon as practicable following completion of construction of the Freight Hub, the Requiring Authority shall:

- (a) review the designation extent;
- (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
- (c) notify the Council under section 182 of the RMA to remove those parts of the designation.

52-82. 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:

- (a) conditions 19 – 2117-22; and
- (b) conditions 51-6145-55.

Advice note: This condition does not prevent works required for the ongoing operation or maintenance of the Freight Hub from being undertaken