

KiwiRail Regional Freight Hub – Proposed Conditions
Interim version 13 August 2021

Proposed conditions as set out in Karen Bell's evidence of 9 July 2021 are shown in black text. Further proposed amendments by KiwiRail as at 13 August 2021 are shown in underline and ~~strikethrough~~.

*Condition numbers to be revised in final condition set.

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Definitions

<u>Term</u>	<u>Definition</u>
<u>Freight Hub</u>	<u>All activities shown on the Concept Plan (figure 124) dated 12 February 2021, prepared by Stantec.</u>
<u>Noise Mitigation Structures</u>	<u>The earth bunds and vertical noise barriers to mitigate noise effects.</u>
<u>Perimeter Road</u>	<u>The physical works required to provide:</u> <u>(a) a new section of road south of Maple Street between Railway Road and Roberts Line; and</u> <u>(b) improvements to Roberts Line north west of the intersection at Roberts Line and Railway Road.</u>
<u>Works</u>	<u>All physical works and activities that are required for the construction of the Freight Hub, including all site establishment activities but excluding site investigations.</u>

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 general accordance with the following information provided by the Requiring Authority:
 - ~~(a) 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:~~
 - (ba) Concept Plan (Figure 124) dated 12 February 2021, prepared by Stantec.
 - (cb) Draft indicative Landscape plan dated 6 July 2021 prepared by Isthmus Group (rev B); and
 - (d) [information and evidence provided at the hearing].
2. Where there is any inconsistency between the Notice of Requirement documentation listed in condition 1 above and the designation conditions, the designation conditions shall prevail.
- ~~3. Any reference in these conditions to a 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 under section 175 of the RMA.

Management Plans

5. ~~At least 20 working days p~~Prior to ~~construction the~~ Works commencing or unless otherwise specified in the conditions below, the management plan(s) specified ~~below in condition 9 (excluding the Road Network Integration Plan)~~ shall be submitted to the Head of Planning Services at Palmerston North City Council for certification that the management plan(s) meets the ~~objective specified requirements of the relevant condition(s).~~
- 5A. The management plan must be certified by the Palmerston North City Council Head of Planning Services, in accordance with the following process:
 - (a) If the Requiring Authority has not received a response from the Head of Planning Services within 20 working days of the date of submission of the response under Condition 5, the management plan shall be deemed to be certified.

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(b) If the Head of Planning Services response is that the management plan does not meet requirements of the relevant condition(s), the Requiring Authority must consider any reasons and recommendations of the [Head of Planning Services] and resubmit an amended management plan for certification.

(c) 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 condition 5A(b) above, the management plan shall be deemed to be certified.

6. All works authorised by this designation shall be carried out in accordance with:

(a) the applicable certified management plan(s) as may be amended in accordance with conditions 9A or 10; and

(b) outline plan(s) that have been produced in accordance with section 176A of the RMA or any amended; and

(c) 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 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):

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

Amendments to management plans

9A. The Requirement Authority may make material amendments to any documents or plans listed in condition 9 (excluding the Road Network Integration Plan) by following the process set out in conditions 5 and 5A, unless the amendment is a minor amendment under condition 10.

10. The documents and plans referred to in condition 9 (excluding the Road Network Integration Plan) above may be amended to provide updated information or reflect changes in design, construction methods or the management of effects without the need for re-certification or a further outline plan, where:

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

(ab) the amendment is in general accordance with the original document, or plan, or outline plan and the relevant conditions under which that document or plan was prepared; or

(b) the amendment is to give effect to an amendment required under another statutory approval; and

(c) the amendment proposed is provided in writing to Palmerston North City Council at least 10 working days prior to the relevant works being undertaken; and

(d) Palmerston North City Council confirms in writing that the amendments meet the requirements of (a) or (b). If a response is not received from the Head of Planning Services at the Council within 5 working days of the date that it is provided in (c), the amendments shall be deemed to be approved.

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Communication and Engagement

Community Liaison Forum

11. ~~At least~~ Within 12 months ~~prior to construction of the~~ [date the NoR is confirmed], the Requiring Authority shall establish a Community Liaison Forum.
12. The Requiring Authority shall maintain the Community Liaison Forum until at least 6 months after ~~practical completion of construction commencement of operation of all main components of~~ the Freight Hub.
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 design, construction and operation of the Freight Hub, ~~including updates on material changes in design or activity.~~
14. The Community Liaison Forum shall be open to mana whenua and all interested residents and organisations within the vicinity of the Site.
15. The Requiring Authority shall develop and implement:
 - (a) a process for identifying particular parties that may be interested in participating in the Community Liaison Forum, including:
 - (i) Bunnythorpe School and any childcare facilities;
 - (ii) Community groups (including Bunnythorpe Community Centre, faith-based groups and residents organisations);
 - (iii) Businesses (including in Bunnythorpe village and NEIZ);
 - (iv) cycling and walking groups (including Te Araroa Manawatū Trust); and
 - (b) the methods of communication with those who want to be informed and/or participate in the Community Liaison Forum.
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.~~
17. The Requiring Authority shall:
 - (a) provide the Community Liaison Forum with up-to-date information about the design, construction and operation of the Freight Hub, including updates on material changes in design or activity;
 - (b) ensure that the Community Liaison Forum is provided with opportunities for the community to provide feedback on matters, including feedback on:
 - (i) draft documents and plans set out in condition 9 and material updates of to any plans prepared in accordance with the conditions 9A;
 - (ii) the timing and nature of mitigation works proposed;
 - (iii) any regional resource consent applications and any proposed mitigation measures; and of this Notice of Requirement with the Requiring Authority
 - (c) recording any feedback provided via the Community Liaison Forum and report back to the community via the Community Liaison Forum as to how that feedback has been considered.

Community Liaison Person

18. Within 12 months of the [date the NoR is confirmed] the Requiring Authority shall appoint in consultation with Palmerston North City Council, an independent Community Liaison Person with particular skills in community engagement.
19. The Community Liaison Person role shall be in place until at least 6 months after ~~practical completion of commencement of operation all main components of~~ the Freight Hub.
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:
 - (a) all enquiries relating to the Freight Hub, including land acquisition, construction or operational matters;
 - (b) ~~21. The Community Liaison Person will be responsible for~~ administering the Community Liaison Forum, once established in accordance with condition 11;
 - (c) co-ordinating landowner engagement required to mitigate effects from change to noise, landscape / visual and dust.

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

Construction Engagement Plan

23. The Requiring Authority shall prepare a Construction Engagement Plan and implement the plan for the duration of construction.

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.

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, including:
 - (i) [the use of a project website for public information; and](#)
 - (ii) [provision of an electronic and / or paper-based newsletter and its proposed delivery area for paper-based newsletters.-](#)
- (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.

Complaints Register

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 ~~at least 6 months after completion of construction~~[commencement of operation](#) of the Freight Hub.

27. The complaints register must include:

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

28. The complaints register shall be made available to Palmerston North City Council upon request.

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.

Mana Whenua

Mana Whenua Values

30. The Requiring Authority shall prepare a Mana Whenua Engagement Framework.

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.

32. 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;

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- (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 Site Investigations

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 ("NES-CS") and obtain any resource consents required under the NES-CS.

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.

34A. Prior to undertaking any site investigations not captured by conditions 33 and 34, the Requiring Authority shall:

- (a) engage with the Palmerston North City Council on the parameters of those investigations, including the location and nature of investigations; and
- (b) seek input from mana whenua in relation to developing protocols for any intrusive site investigations.

The site investigations shall be undertaken by a suitably qualified and experienced person.

34B. A geotechnical report shall be prepared by a suitably qualified and experienced person and provided to the Palmerston North City Council to confirm that the land is suitable for development and that any risk of instability can be avoid, remedied or mitigated.

Archaeology

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.

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:

- (a) details of contractor training regarding the skills necessary to be aware of the possible presence of cultural or archaeological sites or material;
- (b) general procedures following the accidental discovery of possible archaeological sites, kōiwi tangata, wahi tapu or wahi taonga, including the requirement to immediately cease ~~the enabling or construction of~~ works in the vicinity of the discovery and the requirement to notify parties including, but not limited to, Heritage New Zealand Pouhere Taonga;
- (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;
- (d) procedures for the custody of taonga (excluding kōiwi tangata) or material found at an archaeological site; and
- (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.

Stormwater

Stormwater Management Report

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.

38. The Stormwater Management Report shall be prepared by a suitably qualified and experienced person.

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

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	stormwater runoff from the Freight Hub and/or the loss of flood plain storage as a result of the site formation.
40.	The Stormwater Management Report shall: <ul style="list-style-type: none"> (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	
41.	The Requiring Authority shall prepare and implement a Stormwater Management and Monitoring Plan.
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.
43.	The Stormwater Management and Monitoring Plan shall be prepared by a suitably qualified and experienced person.
44.	The Stormwater Management and Monitoring Plan shall include: <ul style="list-style-type: none"> (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 <u>and maintenance</u> of any stormwater outlets from the site, including emergency spillway.
Level Crossings <u>Safety Impact Assessment</u>	
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 <u>in relation to</u> <u>determine</u> the impact of the Freight Hub on the following crossings: <ul style="list-style-type: none"> (a) the Campbell Road/Kairanga Bunnythorpe Road level crossing; (b) the Waughs Road/Campbell Road level crossing; (c) pedestrian level crossings in the vicinity of Aorangi Marae and Taonui School; and (d) Campbell Road crossing south of Feilding. <p><u>The Requiring Authority shall provide copies of the Level Crossing Safety Impact Assessments or updates to any existing assessments to the Palmerston North City Council and / or Manuwatu District Council.</u></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 recommendations in each Level Crossing Safety Impact Assessment and agree the allocation of responsibilities if any upgrade is required.
<u>45A. Unless already closed by the Council, the Requiring Authority shall close the Roberts Line and Clevely Line Level Crossings prior to the closure of Railway Road.</u>	
Road Network Integration Plan	
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.
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.
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).
50.	The Road Network Integration Plan shall <u>achieve the objective in condition 48 and shall</u> include: <ul style="list-style-type: none"> (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 <u>the relevant sections of</u> Railway Road, Clevely Line, Te Ngaio Road and Roberts-Richardsons Line;

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- ~~(b) the location, timing and design of any access to the Freight Hub;~~
- (be) the location, timing ~~and~~, form ~~and design~~ 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:
 - i. changes as a result of the closure ~~and / or legal stopping of Te Ngaio Road~~ relevant roads set out in condition 50(a); and existing Railway Road termination;
 - ii. ~~a the perimeter Perimeter Road, including along the western side of the Freight Hub between Maple Street and Roberts Line that includes a safe separated shared path; of at least 2.5 metres between Railway Road south of Maple Street and the intersection at Roberts Line and Railway Road;~~
 - iii. ~~a new intersection between at Roberts Line and the new Pperimeter Rroad;~~
 - iv. ~~iii. a new intersection at extension of Richardsons Line north of the and Roberts Line to a Freight Hub access;~~
 - v. ~~iv. two additional Freight Hub accesses via the Pperimeter Rroad on the northern and western boundaries of the Freight Hub; and~~
- (c) ~~the location, timing, form and design of property~~ accesses to 422 and 422A Railway Road (the legal descriptions being SEC 1480 BLK VII KAIRANGA SD and LOT 1 DP 74613).
- (d) the timing for the closure of any level crossings;
- (e) the proposed speed limits for any new roads and changes to speed limits for existing roads;
- (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;
- (g) the location and timing of confirmed and funded upgrades or additions to the wider transport network and the identification of ~~opportunities potential alternative ways~~ for that wider transport network to integrate with any roading upgrades and connections required for construction and operation of the Freight Hub; and
- (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
- (i) the timing of reviews and frequency of updates to the Road Network Integration Plan, based on the matters outlined in this condition 50.

Roading connections and upgrades

- 51. Unless alternative access to the Freight Hub is provided that no longer requires the Pperimeter Rroad (or a relevant part of it) to be constructed, the Requiring Authority shall:
 - ~~(a) construct the Pperimeter Rroad (or relevant part); and to connect to the adjacent road network~~
 - ~~(b) and ensure the road (or relevant part) is fully operational;~~
 prior to the closure of the relevant section of Railway Road.
- 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.
- 52A. In order to inform the timing, design and form of the upgrades listed in condition 50(b), the Requiring Authority shall undertake traffic modelling and safety audits to demonstrate that the designs will:
 - (a) achieve an intersection level of service D or better, as modelled with SIDRA or similar; and
 - (b) not result in any serious or significant safety concerns, in accordance with the New Zealand Transport Agency Road Safety Audit Procedures for Projects, Guidelines Interim Release May 2013.
- 52B. The Requiring Authority shall design and construct all new roads, intersections and vehicle crossings in accordance with the Palmerston North City Council's roading standards, or to such standards as otherwise agreed with Palmerston North City Council.

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[52C. The Requiring Authority shall establish a safe connection across the North Island Main Trunk Line for cyclists and pedestrians at a reasonably appropriate location south of the Roberts Line and Railway Road intersection in consultation with the Palmerston North City Council.](#)

Landscape and Design Plan

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.

54. The objective of the Landscape and Design Plan is to [outline-describe](#) the measures to be incorporated into the Freight Hub design, to [manage-avoid, remedy or mitigate](#) potential adverse effects of the Freight Hub on landscape, visual amenity and natural character.

55. The Landscape and Design Plan shall be prepared by a suitably qualified and experienced person.

[55A. The Requiring Authority shall invite the Community Liaison Forum and mana whenua to provide feedback on the development of the Landscape and Design Plan including participation in the development of design principles and outcomes.](#)

56. The Landscape and Design Plan shall [achieve the objective in condition 54 and shall](#) include:

- (a) design principles and design outcomes that have informed the design of the Freight Hub, [including: and the extent to which these meet:](#)
 - i. ~~-KiwiRail's operational requirements and any other plans required under the conditions of this Designation; and~~
 - ii. [the relevant design principles from 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.](#)
 - iii. [a context specific landscape approach to appropriately integrate the Freight Hub with its immediate and wider landscape setting;](#)
 - iv. [community identify and place;](#)
 - v. [cultural or historic values; and](#)
 - vi. [mana whenua values.](#)
- (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):
 - i. integrate the built forms including roof lines and walls of the Freight Hub and the related earthworks into the surrounding environment;
 - ii. mitigate visual amenity effects in relation to residential properties;
 - iii. contribute to the open watercourse and stormwater ponds appearing as natural features and enhancing local biodiversity;
 - iv. comply with the Electricity (Hazards from Trees) Regulations 2003, including at full maturity; and
 - v. comply with any regional consents.
- (c) how the proposed planting would enhance natural character, including the Mangaone Stream surrounds and restore indigenous biodiversity [in consultation with a suitable qualified and experienced ecologist;](#)
- (d) how sites of cultural and historical significance (if identified through any engagement undertaken in accordance with conditions 28 and 33) will be recognised;
- (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;
- (f) [In relation to proposed Noise Mitigation Structures:](#)

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- (i) the location of the ~~proposed Noise Mitigation Structures~~ as outlined in the Operational Noise and Vibration Plan; and ~~where required~~;
- (ii) the final form, finish, and planting of these ~~Structures~~ (~~including vertical noise barriers and bunds~~) along Sangsters Road and Maple Street, including ~~design treatment of~~ vertical noise barriers, and ~~landscaping of bunds~~ (~~where planted to have and associated planting with a minimum depth of 5 m on the external face of the noise mitigation those structures bunds~~);
- (iii) ~~details of how the Noise Mitigation Structures have been designed where practicable to avoid, remedy or mitigate their adverse effects on landscape character and visual amenity; and~~
- (iv) ~~details on how any changes to the existing drainage patterns, runoff characteristics and stormwater resulting from Noise Mitigation Structures will avoid adverse effects on the foundations of any National Grid support structure.~~
- (g) how the lighting effects on the landscape and visual amenity are minimised;
- (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
- (i) the process and programme for maintaining any landscape or visual amenity planting including plant and animal pest management.

56A. Planting within the designation must be designed to achieve:

- (a) at least an 80% canopy cover within five years of being planted;
- (b) at least 50% of tall tree species reach a height of 5 meters within five years of being planted; and
- (c) a minimum depth of planting along the following roads:
 - (i) 20 metres along the majority extent of Sangsters Road, excluding the tie in area at Roberts Line; and
 - (ii) 30 metres the Perimeter Road excluding the tie in with Roberts Line (new intersection).

56B. All buildings 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.

Construction Management Plan

57. The Requiring Authority shall prepare a Construction Management Plan and implement the plan for the duration of ~~the construction Works~~.
58. The objective of the Construction Management Plan is to ~~describe outline~~ measures ~~for to avoid, remedy or mitigate adverse effects of the construction of the Freight Hub. managing construction related effects.~~
59. The Construction Management Plan shall include:
- (a) a construction programme, including ~~identifying key stages, and~~ 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 ~~and dust management~~;
 - ~~(d) a construction dust management plan consistent with any required regional council consents;~~
 - (de) measures to ensure that ~~enabling or construction the w~~Works and structures are designed and undertaken to comply with the New Zealand Code of Practice for Electrical Safe Distances (NZECP 34:2001);
 - (ef) the design of temporary lighting for ~~enabling and construction the w~~Works and construction support areas;
 - (fg) details on the timing of the installation of screening and planting and opportunities where this can be undertaken prior to works commencing;
 - (gh) the approach to the management of construction waste;
 - (h) measures to avoid or minimise disturbance to burials being undertaken at Bunnythorpe cemetery during construction;
 - (i) the accidental discovery protocol adopted by the Requiring Authority;

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- (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;
- (k) environmental incident and emergency management procedures; and
- (l) contact numbers for key construction staff, and staff responsible for any monitoring requirements.

Network utilities

60. Prior to any land disturbing works, the Requiring Authority shall:
- (a) identify the location of existing overhead or underground network utilities ();
 - (b) identify these utilities relevant in any construction plans and place appropriate physical indicators on the ground showing specific surveyed locations; and
 - (c) provide the information of the network utilities identified under Condition 60(a) and (b) to all construction personnel, including contractors.

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).

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).

60C. At least 20 working days prior to the commencement of the Works, the Requiring Authority shall provide Transpower New Zealand Limited with details of the likely 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.

60D. 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 potential earth rise and ensuring electrical safety.

60E. The Requiring Authority shall ensure the continuity of service and, where necessary, the efficient relocation within the Designation Extent of Palmerston North City Council owned three waters infrastructure affected by the Works or operation of the Freight Hub.

Construction Traffic Management Plan

61. At least three months prior to ~~the construction Works~~ commencing the Requiring Authority shall prepare a Construction Traffic Management Plan, and implement the plan for the duration of ~~the Workseconstruction~~.

62. The objective of the Construction Traffic Management Plan is to outline the methods that will be undertaken to ~~minimise avoid, remedy or mitigate~~ adverse effects from ~~construction~~-traffic ~~associated with the Works and construction-works~~ on property access, road user safety and efficiency of traffic movements.

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

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 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.

65. The Construction Traffic Management Plan shall ~~achieve the objective in Condition 62 and shall~~:

- (a) identify the numbers, frequencies, and timing of traffic movements for each phase of the construction programme ~~as developed under~~in 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;
- (b) identify safe site access routes, site access arrangements, and access points for ~~construction traffic, including~~ 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;

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	<p>(c) identify any upgrades that are needed to ensure safe site access routes and access points, including possible night-time movement of construction vehicles;</p> <p>(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;</p> <p>(e) provide details for describe 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 open to the public for use at all times (including any diversions) during construction of the Freight Hub;</p> <p>(f) include the construction vehicle noise limits and any requirements for effective noise suppression;</p> <p>(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;</p> <p>(h) identify opportunities to use the rail network to minimise effects on the roading network where practicable;</p> <p>(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 safe and practical access to 422 and 422A Railway Road (SEC 1480 BLK VII KAIRANGA SD and LOT 1 DP 74613);</p> <p>(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;</p> <p>(j) detail the process for and locations of construction traffic movement monitoring and the frequency and times of monitoring relevant to the stage of construction set out in the programme in the Construction Management Plan;</p> <p>(k) provide a process for preparing a traffic management communications plan;</p> <p>(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;</p> <p>(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;</p> <p>(n) the details of include 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.</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.
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 at least 20 working days prior to submitting the updated Construction Traffic Management Plan for recertification under Condition 9A.
Construction Noise and Vibration Management Plan	
68.	The Requiring Authority shall prepare a Construction Noise and Vibration Management Plan and implement the plan for the duration of construction the Works .
69.	The objective of the Construction Noise and Vibration Management Plan is to demonstrate how compliance with Conditions 71 and 72 will be achieved for the duration of construction of the Freight Hub Works .
70.	The Construction Noise and Vibration Management Plan shall be prepared by a suitably qualified and experienced person and in general accordance with the requirements of Annex E2 of NZS 6803:1999.
71.	All construction of the -w Works must be undertaken to ensure that, as far as practicable, construction noise does not exceed the limits in Table 1. Construction Noise levels limits . L Noise levels must be measured and assessed in accordance with NZS 6803:1999 Acoustics – Construction noise as follows (at occupied dwellings).

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Table 1 - Construction Noise [levels/limits](#)

Time of Week	Time Period	LAeq	LAFmax
Weekdays	0630 – 0730	55 dB	75 dB
	0730 – 1800	70 dB	85 dB
	1800 – 2000	65 dB	80 dB
	2000 – 0630	45 dB	75 dB
Saturdays	0630 – 0730	45 dB	75 dB
	0730 – 1800	70 dB	85 dB
	1800 – 2000	45 dB	75 dB
	2000 – 0630	45 dB	75 dB
Sundays and Public Holidays	0630 – 0730	45 dB	75 dB
	0730 – 1800	55 dB	85 dB
	1800 – 2000	45 dB	75 dB
	2000 – 0630	45 dB	75 dB

N.B. Shading indicates *night-time* hours.

71A. [Night time construction work that exceeds the noise limits specified in table 1 of condition 71 and table 2 of condition 72 shall only take place if the Works cannot be practicably undertaken during day 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.

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 ² Table B.2

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		Vibration continuous	50% of BS 5228-2 Table B.2 ³
	<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 the Works 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 the Works 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 the vibration effects shall be mitigated in accordance with that person's recommendations.</u></p>		
73.	<p>The Construction Noise and Vibration Management Plan shall <u>achieve the objective in Condition 69 and shall</u> 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 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, <u>including in relation to night time works</u>, 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>(k) 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 those noise limits. Any such mitigation shall be put in place shall be put in place prior to the Works commencing and shall be maintained for the duration of those Works; and</u></p> <p><u>(l) mitigation measures to minimise the noise impacts of any night-time construction work that exceeds the noise limits specified in table 1 in condition 71 and table 2 in condition 72.</u></p>		
Water supply			
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.		
Operational Lighting Design Plan			
75.	The Requiring Authority shall prepare and implement an Operational Lighting Design Plan.		
<u>75A.</u>	<u>The Operational Lighting Design Plan shall be prepared by a suitably qualified and experienced person.</u>		
76.	<p>The objective of the Operational Lighting Design Plan is to demonstrate how the lighting for the outdoor operational areas, internal access roads (<u>including the Perimeter Road</u>), 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, <u>including at the Palmerston North Airport Control Tower, and demonstrate compliance with:</u></p> <p>(a) AS/NZS 4284:2019 Control of the obtrusive effects of outdoor lighting, Zone A2 limits;</p> <p>(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</p>		

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~~(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.~~

77. The Operational Lighting Design Plan shall achieve the objective in Condition 76 and shall include:
- ~~(a) — the lighting standards to be complied with;~~
 - (b) the projected light spill and glare calculations;
 - (c) the proposed locations and design for lighting structures, including low-level security lighting and under carriage lighting;
 - (d) any measures to reduce potential adverse visual amenity effects including minimising where practicable, the number of lighting poles and the height of lighting towers;
 - (ed) confirmation that a Civil Aviation Authority NZ Part 77 Determination has been obtained if required; and
 - (fe) 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; and
 - (g) the proposed exterior lighting colour, which shall have a colour temperature of light emitted of 3000 Kelvin or lower.

Operational Traffic Management Plan

78. The Requiring Authority shall prepare and implement an Operational Traffic Management Plan for the duration of the Freight Hub's operation.
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 describe~~ the methods that will be undertaken to manage avoid, remedy or mitigate any identified adverse transport effects of that traffic.
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.
81. The Operational Traffic Management Plan shall achieve the objective in Condition 79 and include:
- (a) ~~details about~~ the process for and frequency of operational traffic monitoring including when the monitoring commences, the location of monitoring points, the timing of monitoring (to avoid school or public holidays, and to be undertaken at a similar time each year) and the period of traffic count collection (at least 7 consecutive days);
 - (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;
 - (c) the method for assessing the safety and performance of each of the Freight Hub's access points, including road safety audits and modelling of intersection performances;
 - (d) the form and timing of safety and road upgrades relevant to the Freight Hub's access points, including:
 - (i) the section of Roberts Line between Railway Road and Richardsons Line, including established accesses and intersections;
 - (ii) other roading connections detailed in the Road Network Integration Plan; and
 - (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.
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 total vehicle movements across all accesses for associated with the Freight Hub exceed 4200 vehicles per day; and
 - (c) when total vehicle movements across all accesses for associated with the Freight Hub exceed 8000 vehicles per day.

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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 823 and provide any updated draft Operational Traffic Management Plan to those parties for review and feedback.
84. The Requiring Authority is not required to review and update the Operational Traffic Management Plan under 8274(b) or 8274(c) within 12 months of the previous review and update of the Operational Traffic Management Plan.

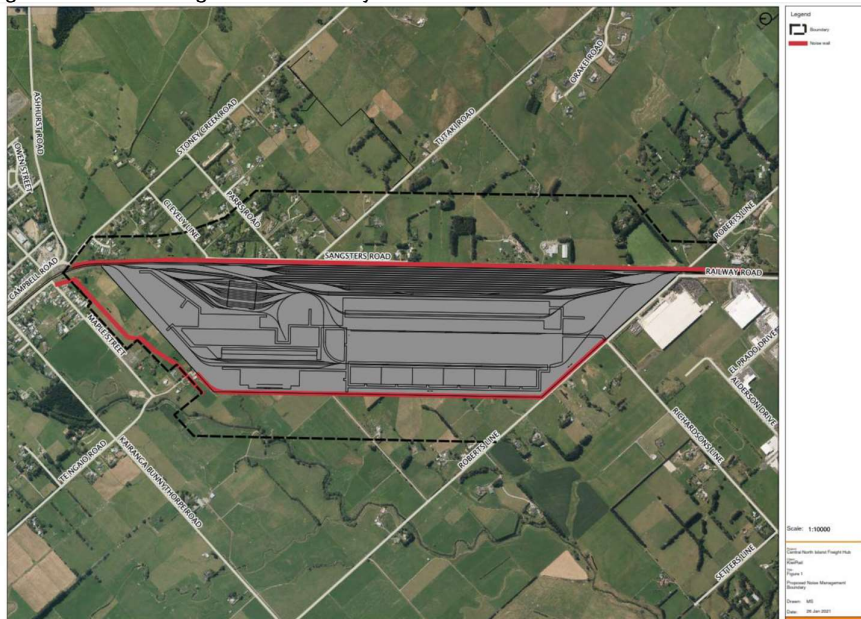
Operational Noise and Vibration

85. All operational activities ~~on-at~~ the Freight Hub (~~excluding traffic on the Perimeter Road and rail traffic on the North Island Main Trunk Line~~) 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	55dB LAeq (1hr)
10pm-7am	85 dBLAmax

Figure 1 Noise Management Boundary



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 6801:2008 Acoustics – Environmental noise, except that no corrections shall be made for duration (6.4). Corrections for noise characteristics shall only be made using objective measures, except for tonality characteristics which shall be made using objective and subjective methods.

85B. Noise insulation

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	<p>(a) <u>The Requiring Authority shall predict and map (showing the noise contours), the day-time and night time noise levels for the following 12 months (if required). The predictions and map shall be updated annually thereafter, and whenever a significant change in operational activity is predicted to increase the noise levels by 2dB or more.</u></p> <p>(b) <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 receiver, the Requiring Authority shall:</u></p> <p style="padding-left: 20px;">(i) <u>undertake investigations to determine if acoustic treatment is necessary; and</u></p> <p style="padding-left: 20px;">(ii) <u>if acoustic treatment is necessary, offer (and if the property owner accepts the offer) install noise insulation and / or ventilation in existing buildings at the Requiring Authority's cost.</u></p> <p><u>The installation of insulation and / or ventilation must 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, including allowance for future noise from further stages of development of the Freight Hub.</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.
87.	The Requiring Authority shall prepare and implement an Operational Noise and Vibration Management Plan.
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.
89.	The Operational Noise and Vibration Management Plan shall be prepared by a suitably qualified and experienced person.
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 style="padding-left: 20px;">(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;</p> <p style="padding-left: 20px;">(ii) a barrier 3 metres above finished ground level of the Freight Hub on the northern boundary of the designation extent;</p> <p style="padding-left: 20px;">(iii) a barrier 3 metres above finished ground level on the western boundary of the Freight Hub if dwellings are still within 500m of the Freight Hub when operation commences;</p> <p style="padding-left: 20px;"><u>(iv) acoustic treatment of buildings required by condition 85B; and</u></p> <p style="padding-left: 20px;"><u>(v) (iv) — an asphaltic mix road surface on the Perimeter Road.</u></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>(fe) the process for undertaking modelling and monitoring of operational noise and vibration;</p> <p>(fg) 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>(gh) site noise management measures including operation of machinery and equipment in a manner to avoid unreasonable noise.</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> .
92.	<p>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>

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- (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

- 93. The Requiring Authority shall prepare and implement an Operational Dust 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.
- 95. The Operational Dust Management Plan shall be prepared by a suitably qualified and experienced person.
- 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.
- 97. The Requiring Authority shall make the Operational Dust Management Plan publicly available.
- 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.
- 99. At least three months prior to [operation of the marshalling yards construction](#) commencing, the Requiring Authority shall:
 - (a) identify dwellings within 100m of the Freight Hub's [marshalling yards Designation Extent](#) 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 [998\(a\)](#) 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
 - (iii) connection to a domestic water supply reticulation system.
 - (c) [offer to provide one of the mitigation measures listed in condition 99\(c\) at its cost.](#)

Third Party restrictions

- 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. [Post-completion](#)
- [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.](#)

Post-completion review of designation extent and conditions

- 101. 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.
- 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:

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(a) conditions 23 – 25; and

(b) conditions 57-73.

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