

## S42A Reporting Officers Amendments to End of Hearing Condition Set – 7 October 2021

Changes proposed since the End of Hearing Condition set (30<sup>th</sup> September) are shown in underline or strikethrough and highlighted yellow

<b>KIWRAIL PROPOSED CONDITIONS</b>	
<b>Definitions</b>	
<b>Term</b>	<b>Definition</b>
Commencement of operation	[Awaiting definition from KiwiRail. It is assumed that this represents practical completion of all main stages, activities, buildings, structures and mitigation works of the Freight Hub].
Existing Dwelling	Any building that, at [the date the Notice of Requirement is confirmed]: <ul style="list-style-type: none"> <li>- is being used as a dwelling, or</li> <li>- is to be used as a dwelling and for which resource consent has been granted, but has not yet been constructed, or</li> <li>- is to be used as a dwelling, and can be constructed as a permitted activity.</li> </ul>
Earthworks and Site Establishment Works	All works associated with import and disposal of fill and establishment of the formation and foundation layers of the Freight Hub.
Freight Hub	All activities shown on the Concept Plan (figure 124) dated 12 February 2021, prepared by Stantec.
Habitable room	Means a room used for activities normally associated with domestic living, but excludes any bathroom, laundry, water closet, pantry, walk-in wardrobe, corridor, hallway, lobby, clothes drying room or other space of a specialised nature occupied neither frequently nor for extended periods.
Noise Mitigation Structures	The earth bunds and vertical noise barriers to mitigate noise effects.
Perimeter Road	The physical works required to provide: <ul style="list-style-type: none"> <li>a) a new section of road between Railway Road south of Maple Street and Roberts Line;</li> <li>b) improvements to Roberts Line, north west of the intersection between Roberts Line and Railway Road;</li> <li>c) a safe separated shared path of at least 3.0m in width between Railway Road south of Maple Street and the intersection of Roberts Line and Railway Road;</li> <li>d) an asphaltic mix road surface on the Perimeter Road.</li> </ul>
Works	All physical works and activities that are required for the construction of the Freight Hub, including all site establishment activities but excluding site investigations.
<b>General Conditions</b>	
1.	Except as modified by the conditions below and accompanying outline plan(s), the works authorised by this Designation must be undertaken in general accordance with the following information provided by the Requiring Authority: <ul style="list-style-type: none"> <li>(a) 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;</li> <li>(b) Concept Plan (Figure 124) dated 12 February 2021, prepared by Stantec.</li> <li>(c) Draft indicative Landscape plan dated 6 July 2021 prepared by Isthmus Group (rev B); and</li> <li>(d) [information and evidence provided at the hearing]</li> </ul>
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.
<b>Lapse Period</b>	
4.	The designation shall lapse if not given effect to within 10 years from the date on which it is included in the District Plan under section 175 of the RMA.
<b>Management Plans</b>	
5.	At least 20 working days prior to the Works commencing or unless otherwise specified in the conditions below, the management plan(s) specified in Condition 9 must be submitted to the Head of Planning Services at Palmerston North City Council for certification that the management plan(s) meets the requirements of the relevant condition(s).

## S42A Reporting Officers Amendments to End of Hearing Condition Set – 7 October 2021

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5A.	The management plan must be certified by the Palmerston North City Council Head of Planning Services, in accordance with the following process: <ul style="list-style-type: none"><li>(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 under Condition 5, the management plan shall be deemed to be certified.</li><li>(b) If the Head of Planning Services response is that the management plan does not meet the 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.</li><li>(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.</li></ul>
6.	All works authorised by this designation must be carried out in accordance with: <ul style="list-style-type: none"><li>(a) the applicable certified management plan(s) as may be amended in accordance with Conditions 9A or 10; and</li><li>(b) outline plan(s) that have been produced in accordance with section 176A of the RMA; and</li><li>(c) other plans or documents required by these conditions.</li></ul>
<b>Outline Plan(s)</b>	
7.	An outline plan or plans must 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 Freight Hub or for one or more stages, aspects, sections, or locations of works.
9.	The outline plan(s) must 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): <ul style="list-style-type: none"><li>(a) Construction Management Plan</li><li>(b) Construction Traffic Management Plan</li><li>(c) Construction Noise and Vibration Management Plan</li><li>(d) Landscape and Design Management Plan</li><li>(e) Construction Engagement Plan</li><li>(f) Stormwater Management Plan</li><li>(g) Stormwater Monitoring and Maintenance Plan</li><li>(h) Road Network Integration Plan</li><li>(i) Operational Noise and Vibration Management Plan</li><li>(j) Operational Traffic Management Plan</li><li>(k) Operational Lighting Design Plan</li><li>(l) Operational Dust Management Plan</li><li>(m) Geotechnical report prepared in accordance with Condition 34B</li><li>(n) Construction Dust Management Plan prepared in accordance with Condition 59G - 59J.</li></ul>
<b>Amendments to management plans</b>	
9A.	The Requiring Authority may make material amendments to any documents or plans listed in Condition 9 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 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: <ul style="list-style-type: none"><li>(a) the amendment is in general accordance with the original document, plan, or outline plan and the relevant conditions under which that document or plan was prepared; or</li><li>(b) the amendment is to give effect to an amendment required under another statutory approval; and</li></ul>

## S42A Reporting Officers Amendments to End of Hearing Condition Set – 7 October 2021

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### KIWIRAIL PROPOSED CONDITIONS

- (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 within 5 working days of the date that it is provided in (c), the amendments shall be deemed to be approved.

#### 10A. Commencement of detailed design

The Requiring Authority must notify the Head of Planning Services at Palmerston North City Council, in writing, at least 10 working days prior to commencement of the detailed design stage of the Freight Hub project. The notice of commencement must include:

- (a) the Mana Whenua Engagement Framework required by Condition 30;
- (b) the Design Framework required by Condition 32A;
- (c) the Geotechnical Report required by Condition 34B;
- (d) the Ecological Surveys required by Condition 99A;
- (e) the Safety in Design report required by Condition 99C; and
- (f) a record of the train operational simulation required by Condition 99D.

### Communication and Engagement

#### Community Liaison Forum

- 11. Within 12 months of the [date the NoR is confirmed] and before commencing preparation of the Design Framework in accordance with Condition 32A, the Requiring Authority must establish a Community Liaison Forum.
- 12. The Requiring Authority must maintain the Community Liaison Forum until at least 6 months after [commencement of operation] 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 in respect of any staging of mitigation works or temporary mitigation works proposed, or the practicality and effectiveness of mitigation for staged development, and the nature of mitigation works proposed.
- 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 must develop and implement:
  - (a) a process for identifying and inviting 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 and landowners (including in Bunnythorpe village and the North East Industrial Zone);
    - (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; and
  - (c) Terms of Reference and a Code of Conduct for the Forum, in conjunction with Forum members. The Terms of Reference and Code of Conduct must be established at the first meeting of the Forum.
- 16. The Requiring Authority shall determine the frequency of updates to the community through the Community Liaison Forum, which shall be at least every six months until the Forum is disbanded.
- 16A. The Requiring Authority must provide reasonable administrative support for the Community Liaison Forum including but not limited to:
  - (a) organising meetings at a local venue;
  - (b) inviting all members of the Community Liaison Forum;

## S42A Reporting Officers Amendments to End of Hearing Condition Set – 7 October 2021

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### KIWIRAIL PROPOSED CONDITIONS

- (c) preparing and distributing an agenda to each Community Liaison Forum member no less than five working days prior to meetings;
- (d) facilitating meetings, including assisting the Forum to develop Terms of Reference and a Code of Conduct at the first meeting.
- (e) the taking and dissemination of meeting minutes.
- (f) conveying information received from the Community Liaison Forum back to the Requiring Authority; and
- (g) meeting all reasonable costs associated with resourcing the Community Liaison Forum.

17. The Requiring Authority must:
- (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 and complaints received in accordance with Condition 29;
  - (b) ensure that the Community Liaison Forum is provided with opportunities to review and provide feedback on matters, including:
    - (i) the draft Design Framework, in accordance with Condition 32C;
    - (ii) draft documents and plans set out in Condition 9 and material updates to any plans undertaken in accordance with Condition 9A, prior to the submission of these documents for certification;
    - (iii) implementation of the documents and plans set out in Condition 9;
    - (iv) the staging, timing and nature of mitigation works proposed, including any temporary mitigation;
    - (iv) any regional resource consent applications and any proposed mitigation measures associated with those consent applications; and
  - (c) record 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 by the Requiring Authority.

#### Community Liaison Person

18. Within 12 months of the [date the NoR is confirmed] the Requiring Authority must appoint, in consultation with Palmerston North City Council, a Community Liaison Person with particular skills in community engagement.
19. The Community Liaison Person role must be in place until at least 6 months after [commencement of operation] 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) administering the Community Liaison Forum, once established in accordance with Condition 11;
  - (c) co-ordinating landowner engagement required to mitigate effects from construction works, including changes to traffic, noise, landscape / visual and dust.
22. The Requiring Authority shall make the name and contact details of the Community Liaison Person available to the community.
- 22A. If the Community Liaison Person will not be available for any reason, an alternative contact person shall be nominated by the Requiring Authority.

#### Construction Engagement Plan

23. The Requiring Authority must 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 and the mechanisms to communicate with the Requiring Authority during construction activities.
25. The Construction Engagement Plan must include:
- (a) Contact details of the Community Liaison Person appointed under Condition 18.
  - (b) A process for identifying the parties that will be communicated with, and the methods of communication, including (but not limited to):
    - (i) the use of a project website for public information; and

## S42A Reporting Officers Amendments to End of Hearing Condition Set – 7 October 2021

Changes proposed since the End of Hearing Condition set (30<sup>th</sup> September) are shown in underline or strikethrough and highlighted yellow

### KIWIRAIL PROPOSED CONDITIONS

- (ii) provision of an electronic and / or paper-based newsletter and its proposed delivery area for paper-based newsletters.
- (c) Information on the following, as identified in the relevant management plan(s):
  - (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) how the effects of construction activities will be mitigated, including through the Construction Management Plan, Construction Traffic Management Plan, Construction Noise and Vibration Management Plan, Landscape and Design Management Plan, Construction Dust Management Plan and Construction Lighting Management Plan developed in accordance with Conditions 57, 61, 68, 53, 59G and 59M.

#### Complaints Register

26. Within 12 months of [date the NoR is confirmed] the Requiring Authority must 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 [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 must be made available to Palmerston North City Council upon request.
29. The Requiring Authority must 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. Within 12 months of the [date the NoR is confirmed] and before commencing preparation of the Design Framework in accordance with Condition 32A and the detailed design stage of the Freight Hub, the Requiring Authority must prepare a Mana Whenua Engagement Framework within 12 months of confirmation of the designation and before commencing detailed design stage of the Freight Hub. The Requiring Authority must provide a copy of the Mana Whenua Engagement Framework to the Palmerston North City Council in accordance with Condition 10A.
- 30A. The mana whenua engagement framework must achieve the objective set out in Condition 31 and must be implemented when undertaking all works and activities authorised by the Designation.
31. The objective of the Mana Whenua Engagement Framework is to recognise 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 to provide opportunities for expression of those values through design.
32. The Requiring Authority must 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 the Design Framework and management plans;
  - (c) monitoring activities to be undertaken;

## S42A Reporting Officers Amendments to End of Hearing Condition Set – 7 October 2021

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### KIWIRAIL PROPOSED CONDITIONS

- (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, including through the Design Framework and management plans.

#### Design Framework

32A. The Requiring Authority must prepare a Design Framework before commencing the detailed design stage of the Freight Hub and before preparation of the management plans in Condition 9.

32B. The Design Framework must:

- (a) collate and set out the key design principles to inform the detailed design of the Freight Hub, as required by Condition 32G(a); and
- (b) identify design outcomes that the detailed design should seek to achieve in accordance with Condition 32G(b), including but not limited to opportunities for the detailed design to reflect community and mana whenua values identified in the design principles.

32C. The Requiring Authority must invite and make provision for, the Community Liaison Forum and mana whenua to actively participate in the development of the Design Framework, including participation in defining and confirming the key design principles to be included in the Design Framework.

32D. The detailed design of the Freight Hub must demonstrate how ~~reflect~~ the key design principles have been adhered to, and the detailed design must give effect, where practicable, to the design outcomes opportunities identified in the Design Framework.

32E. The Requiring Authority must provide a copy of the final Design Framework to the Palmerston North City Council (Head of Planning Services) in accordance with Condition 10A.

32F.

- (a) Any management plan required by conditions of this designation, or outline plan prepared and submitted in accordance with section 176A of the RMA, must demonstrate how ~~reflect~~ the key design principles have been adhered to and give effect, where practicable, to the design outcomes opportunities identified in the Design Framework, to the extent those design principles and design outcomes opportunities are relevant to address the content of those management or outline plans.
- (b) Any management plan required by conditions of this designation, and any outline plan prepared and submitted in accordance with section 176A of the RMA, must be accompanied by a design review statement that describes how the management plan and Freight Hub design adheres to ~~reflects~~ the key design principles and gives effect, where practicable, to the design outcomes opportunities identified in the Design Framework.

32G. Design Principles:

- (a) The compendium of design principles developed in the Design Framework should collate relevant principles identified in the documents in Condition 1 and address, at a minimum, the following matters:
  - (i) KiwiRail's operational requirements, including in relation to health and safety;
  - (ii) An interdisciplinary approach with effectively integrates various design elements;
  - (iii) a whole of landscape approach, to a Appropriately integrate the Freight Hub with its immediate and wider landscape setting, including through the design of buildings and structures;
  - (iv) principles to inform design of noise mitigation measures, so as to have particular regard to visual amenity, outlook and privacy, and landscape character;
  - (v) principles to inform design of lighting, so as to have particular regard to visual amenity, landscape character and natural darkness of the night sky;
  - (vi) ~~design of buildings and structures to reflect, where practicable, the rural character and context of the receiving environment;~~
  - (vii) design principles to reflect community identity and place and/or cultural and historical values, as identified through engagement with the Community Liaison Forum;

## S42A Reporting Officers Amendments to End of Hearing Condition Set – 7 October 2021

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### KIWIRAIL PROPOSED CONDITIONS

(viii) design principles to reflect cultural values, as identified through engagement with mana whenua;

#### Design Outcomes:

- (b) The Design Framework must, if possible, identify opportunities for the detailed design of the Freight Hub to:
- (i) provide for the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga;
  - (ii) provide beneficial outcomes for natural character, landscape character and visual amenity, to complement a high quality landscape;
  - (iii) maintain and/or enhance amenity values in the wider landscape, including the sensory appreciation of the rural landscape (including but not limited to visual aspects);
  - (iv) provide for community connectivity around the site, including pedestrian and cycle access to and from Bunnythorpe;
  - (v) reflect the rural character and context of the local environment through the design and appearance of buildings and structures.

32H. If an outline plan for the Freight Hub has not been submitted to the Palmerston North City Council within 5 years of the date the Design Framework was provided to the Council in accordance with Condition 32E, the Requiring Authority must undertake a review of the Design Framework to ensure that the principles and design outcomes and design principles remain relevant and appropriate.

The Requiring Authority must invite, and make provision for, the Community Liaison Forum and mana whenua to actively participate in the review of the Design Framework.

32I. If a review of the Design Framework required by Condition 32H finds that the Design Framework should be amended, the Requiring Authority must amend the Design Framework and provide a copy of the amended Design Framework to the Palmerston North City Council as soon as reasonably practicable.

### Site Investigations

33. The Requiring Authority must 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 must 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 must:

- (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 must be undertaken by a suitably qualified and experienced person.

34B. Prior to commencement of the detailed design stage, a geotechnical report must be prepared by a suitably qualified and experienced person on behalf of the Requiring Authority and provided to the Palmerston North City Council (Head of Planning Services) in accordance with Condition 10A, to confirm that the Designation land is physically suitable for the proposed development and that any risk of instability within the Designation can be avoided, remedied or mitigated.



## S42A Reporting Officers Amendments to End of Hearing Condition Set – 7 October 2021

<b>Archaeology</b>	
35.	The Requiring Authority must 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 must be prepared in collaboration with mana whenua and in consultation with Heritage New Zealand Pouhere Taonga, and must include: <ol style="list-style-type: none"> <li>(a) details of contractor training regarding the skills necessary to be aware of the possible presence of cultural or archaeological sites or material;</li> <li>(b) general procedures following the accidental discovery of possible archaeological sites, kōiwi tangata, wāahi tapu or wāahi taonga, including the requirement to immediately cease the Works in the vicinity of the discovery and the requirement to notify parties including, but not limited to, Heritage New Zealand Pouhere Taonga;</li> <li>(c) in the event that kōiwi tangata or taonga are discovered, work must cease immediately in the vicinity of the remains and mana whenua, Heritage New Zealand Pouhere Taonga, New Zealand Police and Palmerston North City Council must be contacted;</li> <li>(d) procedures for the custody of taonga (excluding kōiwi tangata) or material found at an archaeological site; and</li> <li>(e) activities that must be undertaken before construction activities in the vicinity of a discovery may recommence, including appropriate tikanga, recording, recovery of artifacts, and engagement.</li> </ol>
<b>Stormwater</b>	
<u>Stormwater Management Report</u>	
37.	The Requiring Authority must prepare and submit a Stormwater Management Report with the first outline plan to Palmerston North City Council containing details of the stormwater detention ponds <b>and the management of potential flooding effects.</b>
38.	The Stormwater Management Report must be prepared by a suitably qualified and experienced person.
39.	The objective of the Stormwater Management Report is to confirm the design of the stormwater detention ponds is sufficient to mitigate the potential 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.
40.	The Stormwater Management Report must: <ol style="list-style-type: none"> <li>(a) achieve the objective in Condition 39;</li> <li>(b) outline the results of <b>hydrologic and</b> hydraulic modelling of the Mangaone Stream Catchment as affected by the Freight Hub; <del>and</del></li> <li>(c) confirm the appropriate size of the stormwater detention ponds;</li> <li><b>(d) identify potential effects of the Freight Hub site development on flood risk; and</b></li> <li><b>(e) identify methods for mitigation of any identified flooding effects.</b></li> </ol>
<u>Stormwater Management and Monitoring Plan</u>	
41.	The Requiring Authority must prepare and implement a Stormwater Management and Monitoring Plan. <b>The Stormwater Management and Monitoring Plan must be submitted to the Palmerston North City Council with the first outline plan.</b>
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 must be prepared by a suitably qualified and experienced person.
44.	The Stormwater Management and Monitoring Plan must include: <ol style="list-style-type: none"> <li>(a) design measures to assist with achieving hydraulic neutrality and methods to assist with stormwater treatment and contaminant removal utilising natural systems including retention areas, permeable surfaces, wetland/swales and appropriate vegetation;</li> <li>(b) the methods that will be used for the operation and maintenance of the stormwater management system to ensure its successful long-term performance, including sediment removal, clearance of debris, replacement of vegetation, <del>and</del> training of operators, <b>and separation or secondary containment of any high-risk contamination areas;</b> and</li> </ol>



## S42A Reporting Officers Amendments to End of Hearing Condition Set – 7 October 2021

	(c) details of the location, operation and maintenance of any stormwater outlets from the site, including emergency spillway.
44A.	The Requiring Authority must design, construct, operate and maintain all devices that accept, convey, detain and treat stormwater, to and from the Freight Hub site, including for: <ul style="list-style-type: none"> <li>(a) stormwater generated from within the Freight Hub site,</li> <li>(b) stormwater redirected through or around the site, and</li> <li>(c) stormwater from roading and other structures constructed as part of the Freight Hub and in Palmerston North City Council ownership.</li> </ul>
<b>Level Crossings</b>	
45	At least 12 months prior to submission of the first outline plan, the Requiring Authority must commission Level Crossing Safety Impact Assessments or update any existing assessments to determine the impact of the Freight Hub on the following crossings: <ul style="list-style-type: none"> <li>(a) the Campbell Road/Kairanga Bunnythorpe Road level crossing;</li> <li>(b) the Waughs Road/Campbell Road level crossing;</li> <li>(c) pedestrian level crossings in the vicinity of Aorangī Marae and Taonui School; and</li> <li>(d) Campbell Road crossing south of Feilding.</li> </ul> <p>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 Manawātū District Council.</p>
46.	The Requiring Authority must engage with Palmerston North City Council and Manawātū District Council to appropriately allocate responsibilities for, and agree the timing of, implementation of the recommendations in each Level Crossing Safety Impact Assessment, including if any upgrade is required.
46A.	Roberts Line and Clevely Line Level Crossings must be closed prior to the closure of Railway Road.
<b>Road Network Integration Plan</b>	
47.	At least 12 months prior to submission of the first outline plan of works, the Requiring Authority must 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, including any programmed road network improvements.
49.	The Requiring Authority must consult and share information with Palmerston North City Council, Horizons Regional Council, Manawātū District Council, Waka Kotahi NZ Transport Agency and the Community Liaison Forum in preparing the Road Network Integration Plan and any updates.
50.	The Road Network Integration Plan must achieve the objective in Condition 48 and must include: <ul style="list-style-type: none"> <li>(a) the timing for the closure of and/or the legal stopping of any relevant roads or sections of roads, as the case may be, including the relevant sections of Railway Road, Clevely Line, Te Ngaio Road and Richardsons Line;</li> <li>(b) the location, timing, form and design of any changes and upgrades required to intersections and roads required for construction and operation of the Freight Hub to be delivered by the Requiring Authority including: <ul style="list-style-type: none"> <li>(i) changes as a result of the closure and / or legal stopping of relevant roads set out in Condition 50(a);</li> <li>(ii) the Perimeter Road, including a safe separated shared path of at least 3.0 metres between Railway Road south of Maple Street and the intersection at Roberts Line and Railway Road;</li> <li>(iii) a new intersection at Roberts Line with the Perimeter Road,</li> <li>(iv) upgrades to Roberts Line between the Perimeter Road and Kairanga Bunnythorpe Road;</li> <li>(v) an upgraded intersection at Richardsons Line and Roberts Line;</li> <li>(vi) <u>the three vehicle accesses to the Foodstuffs North Island Limited site at 703 Roberts Line, the legal description being Lot 1 DP 384898;</u></li> <li>(vii) two accesses via the Perimeter Road on the northern and western boundaries of the Freight Hub;</li> <li>(viii) a new section of road to provide access to 422 and 422A Railway Road and 684 Roberts Line, the legal descriptions being SEC 1480 BLK VII KAIRANGA SD, LOT 1 DP 74613 and LOTS 3 4 DP 74613)</li> <li>(ix) Railway Road from Roberts Line to Airport Drive, including the side road intersections and accesses onto Railway Road;</li> </ul> </li> </ul>

## S42A Reporting Officers Amendments to End of Hearing Condition Set – 7 October 2021

	<ul style="list-style-type: none"> <li>(x) the intersections of Kairanga Bunnythorpe Road with each of Railway Road and Campbell Road and the interaction with the level crossing;</li> <li>(xi) the Maple Street intersection with Railway Road;</li> <li>(xii) Railway Road between Maple Street and Kairanga Bunnythorpe Road, with particular regard to the safety of the vehicle crossings;</li> <li>(xiii) Campbell Road, between 38 Campbell Road and the intersection with Stoney Creek Road, with particular regard to the safety of the vehicle crossings;</li> <li>(xiv) SH 54 / Waughs Road; and</li> <li>(xv) Stoney Creek Road, including the intersections with Ashhurst Road and Kelvin Grove Road;</li> </ul> <ul style="list-style-type: none"> <li>(c) the timing for the closure of any level crossings;</li> <li>(d) in the event of the ring road project being confirmed, the timing and arrangements of any changes to the connections of the Requiring Authorities designated road network to integrate with the ring road;</li> <li>(e) the proposed speed limits for any new roads and changes to speed limits for existing roads;</li> <li>(f) the location and timing and form of any changes and upgrades to pedestrian walkways, cycleways and public transport facilities, including new or relocated bus stops;</li> <li>(g) the location and timing of confirmed and funded upgrades or additions to the wider transport network and the identification of 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;</li> <li>(h) the timing and arrangements for vesting of roads;</li> <li>(i) details of the feedback provided by Palmerston North City Council, Horizons Regional Council, Manawatū District Council, Waka Kotahi NZ Transport Agency, and the Community Liaison Forum and how this has been incorporated into the Road Network Integration Plan, including any feedback regarding: <ul style="list-style-type: none"> <li>(i) the location and timing of a ring road and/or any bypasses of Bunnythorpe, and</li> <li>(ii) the safe and efficient movement of freight between the North East Industrial Zone and the Freight Hub and the wider road network, and</li> <li>(iii) how these connections integrate with the roading network required for the construction and operation of the Freight Hub; and</li> </ul> </li> <li>(j) the timing of reviews and frequency of updates to the Road Network Integration Plan, based on the matters outlined in this Condition 50.</li> </ul>
	<p><b>Roading connections and upgrades</b></p>
51.	<p>Unless alternative access to the Freight Hub is provided that no longer requires the Perimeter Road (or a relevant part of it) to be constructed, the Requiring Authority must:</p> <ul style="list-style-type: none"> <li>(a) construct the Perimeter Road (or relevant part);</li> <li>(b) surface it with an asphaltic mix road surface;</li> <li>(c) connect it to the adjacent road network; and</li> <li>(d) open the Perimeter Road (or relevant part) to the public prior to the closure of the relevant section of Railway Road.</li> </ul>
52.	<p>Unless otherwise provided by other road controlling authorities, the upgrades listed in Condition 50(b) must be delivered by the Requiring Authority according to the timing outlined in the Road Network Integration Plan.</p>
52A.	<p>In order to inform the timing, design and form of the upgrades listed in Condition 50(b), the Requiring Authority must undertake traffic modelling and safety audits to demonstrate that the designs will:</p> <ul style="list-style-type: none"> <li>(a) achieve an intersection Level of Service D or better (for sign-controlled intersections this is the Level of Service on the side road(s) approach(es)), as modelled with SIDRA or similar; and</li> <li>(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.</li> <li>(c) The traffic modelling and safety audits required by (a) must be undertaken prior to preparation of the Road Network Integration Plan.</li> </ul> <p>The Requiring Authority must provide copies of the traffic modeling and safety audits to the Palmerston North City Council.</p>
52B.	<p>The Requiring Authority must 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.</p>

## S42A Reporting Officers Amendments to End of Hearing Condition Set – 7 October 2021

52C.	Prior to Freight Hub operations commencing, the Requiring Authority must establish a safe connection across the North Island Main Trunk Line for cyclists and pedestrians at a location south of and as close as reasonably practicable to the Roberts Line and Railway Road intersection, in consultation with the Palmerston North City Council.
<b>Landscape and Design</b>	
53.	The Requiring Authority must prepare and submit a Landscape and Design Management Plan with the first outline plan to Palmerston North City Council. The Requiring Authority must implement the Landscape and Design Plan.
54.	The objective of the Landscape and Design Management Plan is to describe the measures to be incorporated into the Freight Hub design, to avoid, remedy or mitigate potential adverse effects of the Freight Hub on landscape <b>character</b> , visual amenity and natural character.
55.	The Landscape and Design Management Plan must be prepared by a suitably qualified and experienced person.
55A.	The Requiring Authority must invite the Community Liaison Forum and mana whenua to provide feedback on the development of the Landscape and Design Management Plan.
56.	The Landscape and Design Management Plan must achieve the objective in Condition 54 and shall include: <ul style="list-style-type: none"><li>(a) how the landscape design implements the design principles and achieves the design outcomes in the Design Framework;</li><li>(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, <b>and</b> fill batters;</li><li>(c) a description of design measures (including but not limited to the final form, finish and articulation of the proposed buildings, <b>Noise Mitigation Structures</b> and batter heights and slopes);</li><li>(d) a description of how the plantings in (b) and other design measures in (c):<ul style="list-style-type: none"><li>(i) integrate the built forms including roof lines and walls of the Freight Hub and the related earthworks into the surrounding environment;</li><li>(ii) mitigate visual amenity effects in relation to residential properties;</li><li>(iii) contribute to the open watercourse and stormwater ponds appearing as natural features and enhancing local biodiversity;</li><li>(iv) comply with the Electricity (Hazards from Trees) Regulations 2003, including at full maturity; and</li><li>(v) comply with any regional consents.</li></ul></li><li>(e) how the proposed planting will:<ul style="list-style-type: none"><li>(i) mitigate adverse effects on, <b>and/or</b> enhance, the natural character of waterbodies, including the Mangaone Stream surrounds,</li><li>(ii) restore indigenous biodiversity in consultation with a suitably <b>qualified</b> and experienced ecologist,</li><li>(iii) where practicable, use eco-sourced seeds and plants sourced from the rohe (in consultation with mana whenua);</li></ul></li><li>(f) how sites of cultural and historical significance (if identified through engagement undertaken in accordance with conditions <b>30</b> and <b>32A</b>) will be recognised and provided for;</li><li>(g) 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 provide opportunities for outlook(s) over the Freight Hub;</li><li>(h) In relation to proposed Noise Mitigation Structures:<ul style="list-style-type: none"><li>(i) the location of the Noise Mitigation Structures as outlined in the Operational Noise and Vibration Plan; and</li><li>(ii) the final form, finish, and planting of these Structures, including design treatment of vertical noise barriers, and landscaping of bunds;</li><li>(iii) noise mitigation walls shall have a minimum planted depth of 5 m on the external face of the walls;</li><li>(iv) 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 (including through consultation with the community and mana whenua); and</li></ul></li></ul>

## S42A Reporting Officers Amendments to End of Hearing Condition Set – 7 October 2021

<ul style="list-style-type: none"> <li>(v) 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.</li> <li>(i) how the lighting effects on the landscape and visual amenity are minimised;</li> <li>(j) the proposed timing and planting methods (including ground preparation, mulching and any trials) for establishing any landscape or visual amenity planting, with all new planting to be commenced in the first planting season following the completion of each stage or discretion location of construction works;</li> <li>(k) the growing conditions required to ensure the successful establishment, growth and on-going viability of planting;</li> <li>(l) the process and programme for maintaining any landscape or visual amenity planting and fencing to a high standard at all times (including, but not limited to, plant and animal pest management, removal of litter and vandalism, maintenance of plants to ensure clear pathways and sightlines, and replacement of dead plants).</li> </ul>
<p>56A. Planting within the designation must be designed to achieve:</p> <ul style="list-style-type: none"> <li>(a) at least an 80% canopy cover within five years of being planted;</li> <li>(b) at least 50% of tall tree species reach a height of 5 meters within five years of being planted; and</li> <li>(c) a minimum depth of planting along the following roads: <ul style="list-style-type: none"> <li>(i) 20 metres along the extent of Sangsters Road, excluding the tie in area at Roberts Line with this area having a minimum depth of planting of 17m; and</li> <li>(ii) 30 metres along the Perimeter Road excluding the tie in with Roberts Line (new intersection) with this area having a minimum depth of planting of 15m.</li> </ul> </li> </ul>
<p>56B. All buildings within the Freight Hub must be designed and constructed to avoid potential roof glare to the south and particularly to the Palmerston North Airport Control Tower.</p>
<p><b>Construction Management Plan</b></p>
<p>57. The Requiring Authority must prepare a Construction Management Plan and implement the plan for the duration of the Works.</p>
<p>58. The objective of the Construction Management Plan is to describe measures to avoid, remedy or mitigate adverse effects of the construction of the Freight Hub.</p>
<p>59. The Construction Management Plan must achieve the objective in Condition 58 and shall include:</p> <ul style="list-style-type: none"> <li>(a) a construction programme, including identifying key stages, and any seasonal timings for works;</li> <li>(b) a detailed site layout;</li> <li>(c) the design and management specifications for all earthworks on-site, including disposal sites and their location, and the Construction Dust Management Plan required by Conditions 59H – 59K;</li> <li>(d) measures to ensure that the Works and structures are designed and undertaken to comply with the New Zealand Code of Practice for Electrical Safe Distances (NZECP 34:2001);</li> <li>(e) the design of temporary lighting for the Works and construction support areas;</li> <li>(f) details on the timing of the installation of screening and planting and opportunities where this can be undertaken prior to works commencing;</li> <li>(g) the approach to the management of construction waste;</li> <li>(h) measures to avoid or minimise disturbance to burials being undertaken at Bunnythorpe cemetery during construction;</li> <li>(i) the accidental discovery protocol adopted by the Requiring Authority;</li> <li>(j) a description of training requirements for all site personnel (including employees, subcontractors and visitors) including details of briefings for employees and subcontractors about the accidental discovery protocol adopted by the Requiring Authority;</li> <li>(k) environmental incident and emergency management procedures; and</li> <li>(l) contact numbers for key construction staff, and staff responsible for any monitoring requirements.</li> </ul>
<p><b>Dust Management</b></p>
<p>Performance Criteria: Management of dust effects during Construction and Operation of the Freight Hub</p>
<p>59A. The Requiring Authority must ensure that there is no noxious, dangerous, objectionable or offensive dust to the extent that it causes an adverse effect at or beyond the boundary of the Designation.</p>
<p>Planning Construction Activities</p>

## S42A Reporting Officers Amendments to End of Hearing Condition Set – 7 October 2021

59B.	The Requiring Authority must assess weather and ground conditions (wind and dryness) at the start of each day when construction Works are scheduled. The Requiring Authority must ensure that applicable dust mitigation measures and methods are ready for use prior to commencing Works for the day.
Monitoring and adaptation	
59C.	For the purposes of Conditions [59D, 59E and 59F], the following maximum monitoring trigger levels shall apply to all works authorised by the Designation: <ul style="list-style-type: none"> <li>(a) Ten-minute rolling PM<sub>10</sub> concentration of 150 micrograms per cubic metre (1-hour average).</li> <li>(b) The wind direction (10-minute average) places dust generating construction activities directly upwind of sensitive receivers when the wind speed exceeds 7 m/s.</li> </ul>
59D.	Wind monitoring <ul style="list-style-type: none"> <li>(a) The Requiring Authority must install and operate, for the duration of construction and operation of the Freight Hub, a meteorological monitoring station, with instruments capable of continuously monitoring meteorological conditions for the site. The instruments must: <ul style="list-style-type: none"> <li>(i) be installed prior to commencing construction Works;</li> <li>(ii) be capable of continuous measurement and real time logging and reporting of wind strength, wind direction, air temperature and rainfall;</li> <li>(iii) provide an alarm to site staff (for example via mobile phone) if the ten-minute rolling average wind speed trigger level in Condition [59C(b)] is exceeded;</li> <li>(iv) be installed on a mast such that their height is at least five metres above ground level and in accordance with AS 2923 – 1987 Ambient Air Guide for Measurement of Horizontal Wind for Air Quality Applications;</li> <li>(v) be maintained in accordance with the manufacturer's specifications.</li> </ul> </li> <li>(b) All measured data shall be: <ul style="list-style-type: none"> <li>(i) recorded using an electronic data logging system and retained for the duration of the activities authorised by the Designation;</li> <li>(ii) provided to the Palmerston North City Council upon request.</li> </ul> </li> </ul>
Construction Dust Monitoring	
59E.	Prior to the commencement of Works, the Requiring Authority must install and operate instruments to measure particulate matter as PM <sub>10</sub> and PM <sub>2.5</sub> on, or near to, at least two Designation boundary locations including: <ul style="list-style-type: none"> <li>(a) the north-western boundary; and</li> <li>(b) the eastern boundary.</li> </ul> <p><b>Advice note:</b></p> <p>The intent of the monitoring locations is to align with the prevailing winds that are from the north-northeast quadrant and the south-southeast quadrant, such that the monitoring can provide corresponding upwind and downwind data for the construction works. The location of the monitoring stations along the north-western and eastern boundaries may need to be changed over time, i.e. to take into account the significance of the works and relative separation of the works to potentially impacted dwellings. Depending on the extent of the works at any particular stage of construction, additional monitors may need to be installed to achieve coverage and fulfil the intent of the condition.</p>
Particulate matter monitoring	
59F.	All particulate matter monitors required under Conditions [59E] must be: <ul style="list-style-type: none"> <li>(a) of a type that are suitable for dust management by measuring PM<sub>10</sub> and PM<sub>2.5</sub>, but need not meet the standard for compliance monitoring under the National Environmental Standards for Air Quality Regulations (2004);</li> <li>(b) calibrated and maintained in accordance with the manufacturer's specifications;</li> <li>(c) capable of providing real-time information to provide email and/or text alerts if exceedances of the monitoring trigger value in Condition [59C] occur.</li> </ul>
Construction Dust Management Plan	
59G.	The Requiring Authority must prepare a Construction Dust Management Plan and implement the plan for the duration of construction Works.
59H.	The objective of the Construction Dust Management Plan is to detail measures for avoiding, remedying or mitigating the adverse effects of dust from construction works.
59I.	The Construction Dust Management Plan must be prepared by a suitably qualified and experienced person.

## S42A Reporting Officers Amendments to End of Hearing Condition Set – 7 October 2021

- 59J. The Construction Dust Management Plan must achieve the objective in Condition [59H] and shall include:
- (a) A description of the activities and sources with the potential to generate dust on site;
  - (b) A description of the potential effects of the dust discharges;
  - (c) A description of the receiving environment and identification of sensitive receivers within 150 metres of the site boundaries;
  - (d) Procedures, processes and methods for managing dust, including for when personnel are not on site;
  - (e) Identification of triggers and contingency measures to address identified and verified adverse effects on sensitive receptors. Contingency measures may include options such as:
    - (i) cleaning of water tanks and replenishment of water supplies,
    - (ii) cleaning of houses,
    - (iii) cleaning of other buildings and infrastructure,
    - (iv) cleaning of local roads (in agreement with PNCC's Chief Engineer);
  - (f) A description of the particulate matter monitoring programme and monitoring equipment;
  - (g) A dust monitoring plan including:
    - (i) Equipment selection and siting requirements;
    - (ii) A maintenance and calibration schedule for meteorological and particulate matter monitoring instruments, and data management procedures;
    - (iii) Methods for undertaking visual monitoring assessments of dust emissions;
  - (h) Procedures for training of personnel and contractors to make them aware of the requirements of the Construction Dust Management Plan;
  - (i) Monitoring triggers and procedures for responding to particulate matter monitoring and wind speed triggers;
  - (j) The process for recording complaints and providing feedback to the complainant on how issues raised in complaints have been addressed;
  - (k) The roles and responsibilities of personnel responsible for implementing and reviewing the Construction Dust Management Plan.

**Advice Note:**

Any Construction Dust Management Plan that is approved or certified by the Manawatū-Whanganui Regional Council for any regional resource consent required for the works shall be deemed to meet the requirements of this condition.

59K. Remediation of air quality incidents

If a complaint related to off-site effects of dust is received and verified, the Requiring Authority must investigate dust deposition at the applicable property and determine the appropriate remedial action(s), for example, providing cleaning services.

**Construction Lighting**

59L. All lighting required for the Freight Hub construction Works must comply with AS/NZS 4282:2019 – Control of the obtrusive effects of outdoor lighting, Zone A2 limits.

59M. At least six months prior to the Works commencing, the Requiring Authority must prepare a Construction Lighting Management Plan, and implement the plan for the duration of the Works.

59N. The Construction Lighting Management Plan must be prepared by a suitably qualified and experienced person.

59O. The objective of the Construction Lighting Management Plan is to demonstrate how compliance with the AS/NZS 4282:2019 – Control of the obtrusive effects of outdoor lighting, Zone A2 limits will be achieved during construction Works.

59P. The Construction Lighting Management Plan must specify measures to:

- (a) minimise construction vehicle headlight sweep on nearby dwellings, and
- (b) minimise light spill and glare to nearby dwellings from security lighting and working lights.

**Network utilities**

60. Prior to any land disturbing works, the Requiring Authority must:

- (a) identify the location of existing overhead or underground network utilities, including by engaging directly with utility owners and consulting with third party asset data providers e.g. B4UDIG ([www.beforeudig.co.nz](http://www.beforeudig.co.nz));

## S42A Reporting Officers Amendments to End of Hearing Condition Set – 7 October 2021

	<ul style="list-style-type: none"> <li>(b) identify these utilities relevant in any construction plans and place appropriate physical indicators on the ground showing specific surveyed locations; and</li> <li>(c) provide the information of the network utilities identified under Condition 60(a) and (b) to all construction personnel, including contractors.</li> </ul>
60A.	Prior to any land disturbing works within 21m of the centreline of the National Grid line support structure, the Requiring Authority must 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 must 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 must 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 must 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.	<ul style="list-style-type: none"> <li>(a) The Requiring Authority must 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.</li> <li>(b) The Requiring Authority must ensure that the designation will not impede the planned expansion of the PNCC water bore facility located at 696 Roberts Line (SECS 1 4 SO S36786).</li> </ul>
<b>Construction Traffic Management Plan</b>	
61.	At least six months prior to the Works commencing the Requiring Authority must prepare a Construction Traffic Management Plan, and implement the plan for the duration of the Works.
62.	The objective of the Construction Traffic Management Plan is to outline the methods that will be undertaken to avoid, remedy or mitigate adverse effects from traffic associated with the Works on property access, road user safety and efficiency of traffic movements.
63.	The Construction Traffic Management Plan must 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 must 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.	<p>The Construction Traffic Management Plan must achieve the objective in Condition 62 and shall:</p> <ul style="list-style-type: none"> <li>(a) identify the numbers, frequencies, and timing of traffic movements for each phase of the construction programme 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 to mitigate potential noise and vibration effects;</li> <li>(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;</li> <li>(c) with reference to Austroads Guidelines (or similar New Zealand Standards), identify any upgrades that are needed on the basis of departures from those standards, and the timing of upgrade works that the Requiring Authority must undertake, to ensure safe and fit for purpose site access routes and access points, including for possible night-time movement of construction vehicles;</li> <li>(d) outline methods to manage local and network wide effects of construction, including temporary traffic management measures, such as traffic detours (including for public transport, walking and cycling, school bus routes, and infrastructure) and temporary speed limits;</li> <li>(e) describe measures to maintain safe pedestrian and cyclist movements in the vicinity of the site, including measures to ensure that any shared paths delivered by Palmerston North City Council and Te Araroa Trail between Palmerston North and Feilding are open to the public for use at all times (including any diversions) during construction of the Freight Hub;</li> </ul>



## S42A Reporting Officers Amendments to End of Hearing Condition Set – 7 October 2021

	<ul style="list-style-type: none"> <li>(f) include the construction vehicle noise limits and any requirements for effective noise suppression;</li> <li>(g) identify the properties affected and detail measures to provide vehicle access to private properties on Roberts Line including ensuring that access to the northern end of Richardsons Line at Roberts Line is able to be provided for heavy vehicles at all times;</li> <li>(h) identify opportunities to use the rail network to minimise effects on the roading network where practicable;</li> <li>(i) provide details for any new permanent accesses to be formed at the earliest practical opportunity to limit the adverse effects of construction and severance, including safe and practical access (including for heavy vehicles) to 422 and 422A Railway Road (SEC 1480 BLK VII KAIRANGA SD and LOT 1 DP 74613);</li> <li>(j) provide measures for the management of fine material loads (e.g. covers) and the timely removal of any material deposited or spilled on public roads;</li> <li>(k) 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;</li> <li>(l) specify how road condition will be monitored and maintained (including in conjunction with the relevant Road Controlling Authority), to ensure that road surface integrity and waterproofness is maintained at a level consistent with that identified through the pre-works surveys required by Condition 67A(a), including specifications of the frequency and response times for remedying defects;</li> <li>(m) provide a process for identifying the information to be included in the Construction Engagement Plan required by Condition 25, including any updates to that information;</li> <li>(n) 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; and</li> <li>(o) provide details of any feedback provided by Waka Kotahi NZ Transport Agency, Horizons Regional Council, Palmerston North City Council and Manawatu District Council and how it was incorporated;</li> <li><del>(p) include a construction lighting management plan, to demonstrate how compliance with AS/NZS 4282:2019 Zone A2 Limits are achieved, and any measures to address potential headlight sweep.</del></li> </ul>
66.	The Construction Traffic Management Plan must be reviewed and updated as required by the key stages identified in the construction programme in Condition 57, taking into account the results of the construction traffic movement monitoring and road network condition data surveys.
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.
67A.	<p>Pre-construction baseline surveys</p> <ul style="list-style-type: none"> <li>(a) Prior to commencement of [Earthworks and Site Establishment Works] of the Freight Hub, the Requiring Authority must undertake and document: <ul style="list-style-type: none"> <li>(i) pre-works condition surveys of the carriageways including road roughness, rutting, skid resistance, cracking and drainage performance along the local roads affected by the Freight Hub, as identified in the certified Construction Traffic Management Plan under Condition 65(l);</li> <li>(ii) independent comparative pavement life-cycle modelling (e.g. DTiMS) informed by Falling Weight Deflectometer (FWD) surveys, of both the 'with' (Scenario A) and 'without' (Scenario B) Earthworks and Site Establishment Works traffic scenarios, to identify the timing of pavement renewal works required under each scenario.</li> </ul> </li> <li>(b) The Requiring Authority must submit the surveys and assessment results to Palmerston North City Council's Roading Asset Manager at least ten working days prior to commencement of Earthworks and Site Establishment Works.</li> </ul>
67B.	<ul style="list-style-type: none"> <li>(a) As soon as practicable following completion of [Earthworks and Site establishment Works] of the Freight Hub, the Requiring Authority must, at its expense, conduct a FWD survey, using the same methods, locations and geographical extent as required by Condition 67A(iii). The results of the pre and post-works surveys will be compared.</li> </ul>

## S42A Reporting Officers Amendments to End of Hearing Condition Set – 7 October 2021

- (b) Where necessary, the Requiring Authority must, at its expense and subject to the authorisation of the relevant Road Controlling Authority, engage an approved Council contractor to carry out any rehabilitation works necessary to restore the asset to the predicted Scenario B lifespan identified in the pre-works survey.

### Advice note:

The Requiring Authority and the Road Controlling Authority may separately agree on a cost sharing arrangement and process for local road rehabilitation, by way of side agreement.

67C. Maple Street must not be used by construction traffic to access the Freight Hub site.

### Construction Noise and Vibration Management Plan

68. The Requiring Authority must prepare a Construction Noise and Vibration Management Plan and implement the plan for the duration of 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 the Works.

70. The Construction Noise and Vibration Management Plan must 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 of the Works must be undertaken to ensure that, as far as practicable, construction noise does not exceed the limits in Table 1. Construction Noise limits. Noise levels must be measured and assessed in accordance with NZS 6803:1999 Acoustics – Construction noise as follows (at occupied dwellings).

Table 1 - Construction Noise 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 in Condition 71 and Table 2 in Condition 72 shall only take place if:

- the Works cannot be practicably undertaken during daytime hours;
- a suitably qualified and experienced person, on behalf of the Requiring Authority, undertakes a specific noise assessment of the proposed works, which includes identifying mitigation measures to minimise the associated noise impacts, and those measures are implemented;
- sensitive receivers within the area where the noise standards will be exceeded are notified of the timing and duration of the activity, at least five working days before the Works commence; and

**S42A Reporting Officers Amendments to End of Hearing Condition Set – 7 October 2021**

(d) a copy of information demonstrating the conditions in (a) and (b) are met is provided to the Head of Planning Services, Palmerston North City Council at least five working days before the works commence.

73A.

- (a) Prior to Works commencing, and prior to preparation of the Construction Noise and Vibration Management Plan, the Requiring Authority must undertake an assessment to determine whether the construction noise limits in Table 1 in Condition 71 will be exceeded, and whether acoustic mitigation such as temporary or permanent acoustic screens is required to achieve compliance with the noise limits in Table 1. The assessment must be undertaken by a suitably qualified and experienced person.
- (b) The results of the assessment required by (a) and details of any required acoustic mitigation must be included in the Construction Noise and Vibration Management Plan.
- (c) Any acoustic mitigation required to achieve compliance with the construction noise limits in Table 1 in Condition 71 must be put in place prior to construction of the Works commencing and must be maintained for the duration of those Works.

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	Hours	Category A PPV	Category B PPV
Occupied dwellings and schools	Inside the building	0 – 0630 0 – 2000	mm/s m/s	m/s m/s
Other occupied buildings	Inside the building	0 – 2000	m/s	m/s
Occupied buildings	Building foundation	Vibration transient Vibration continuous	m/s	BS 5228-2 <sup>2</sup> Table 50% of BS 5228-2 Table B.2 <sup>3</sup>

- (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, the Requiring Authority must engage an independent, suitably qualified and experienced person to assess and manage construction vibration during those activities.
- (d) If prior to or during Works, measured or predicted vibration from the Works exceed the Category B criteria in Table 2:
  - (i) the relevant Works must not commence or proceed until a suitably qualified and experienced person has undertaken a building condition survey at affected receivers (provided the owner(s) and/or occupier(s) has agreed to such a survey) and identified specific Best Practicable Option measures to manage the effects of vibration; and
  - (ii) the Requiring Authority must undertake vibration monitoring for the duration of the relevant Works.
- (e) The findings of the building condition surveys and measures identified in Condition 72(d) must be included as a Schedule to the Construction Noise and Vibration Management Plan in Condition 73 and the Requiring Authority must implement the mitigation measures for the duration of the relevant Works.
- (f) The Schedule must be provided to the Palmerston North City Council (Head of Planning Services) as soon as practicable before the relevant Works commence.
- (g) As soon as practicable following completion of the relevant Works, the Requiring Authority must engage a suitably qualified and experienced person to undertake a building condition survey at affected receivers identified in Condition 72(d) to determine if any damage has occurred as a result of construction vibration; and

## S42A Reporting Officers Amendments to End of Hearing Condition Set – 7 October 2021

	(h) The Requiring Authority must repair any damage identified in (g) as soon as practicable.
73.	<p>The Construction Noise and Vibration Management Plan must achieve the objective in Condition 69 and shall include:</p> <ul style="list-style-type: none"> <li>(a) the noise and vibration limits as set out in Conditions 71 and 72;</li> <li>(b) a description of the construction works and processes;</li> <li>(c) a description of anticipated equipment and any noise or vibration suppression devices;</li> <li>(d) the hours of operation, including times and days when activities causing noise and/or vibration would occur;</li> <li>(e) identification of affected dwellings and other noise sensitive activities and projected noise and vibration levels for those activities;</li> <li>(f) a description of alternative management strategies where compliance with the criteria in Conditions 71 or 72 may not be achieved,</li> <li>(g) methods and frequency for monitoring and reporting on construction noise and vibration;</li> <li>(h) details of the procedures and timing for notifying stakeholders and sensitive receivers of construction activities, including in relation to night-time works as provided for by Condition 71A;</li> <li>(i) procedures for handling noise and vibration complaints as set out in the Construction Engagement Plan and Complaints Register in conditions 23-29;</li> <li>(j) construction equipment operator training procedures and expected construction site behaviours;</li> <li>(k) contact numbers for key construction staff, staff responsible for noise assessment and the council compliance officer;</li> <li>(l) where night-time noise is measured or predicted to exceed the noise limits specified in Table 1 in Condition 71 and Table 2 in Condition 72, the noise assessment and details of the mitigation measures required by Condition 71A; and</li> <li>(m) the assessment and details of the acoustic mitigation measures required by Condition [73A].</li> </ul>
<b>Water supply</b>	
74.	The Requiring Authority must ensure that all new buildings within the Freight Hub are 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.
<b>Operational Lighting Design Plan</b>	
75.	The Requiring Authority must prepare and implement an Operational Lighting Design Plan.
75A.	The Operational Lighting Design Plan must be prepared by a suitably qualified and experienced person.
76.	The objective of the Operational Lighting Design Plan is to demonstrate how the lighting for the outdoor operational areas, access roads (including the Perimeter Road), and carparks of the Freight Hub will be designed to manage sky glow, glare, light spill and effects on road users from the operation of the Freight Hub, and to demonstrate how that lighting will achieve compliance with <i>AS/NZS 4284:2019- Control of the obtrusive effects of outdoor lighting, Zone A2 limits</i> , including at the Palmerston North Airport Control Tower.
77.	<p>The Operational Lighting Design Plan must achieve the objective in Condition 76 and shall include:</p> <ul style="list-style-type: none"> <li>(a) the projected light spill and glare calculations;</li> <li>(b) the proposed locations and design for lighting structures, including low-level security lighting and under carriage lighting;</li> <li>(c) any measures to reduce potential adverse visual amenity effects including minimising where practicable, the number of lighting poles and the height of lighting towers;</li> <li>(d) confirmation that a Civil Aviation Authority NZ Part 77 Determination has been obtained if required; and</li> <li>(e) identification of potential areas where headlight sweep onto the windows of a residential dwelling's bedroom is likely to occur because of night-time traffic movements within the site and when exiting the site. If so, provide details for measures to mitigate its effects; and</li> <li>(f) the proposed exterior lighting colour, which shall have a colour temperature of light emitted of 3000 Kelvin or lower.</li> </ul>
<b>Operational Traffic Management Plan</b>	
78.	The Requiring Authority must prepare and implement an Operational Traffic Management Plan for the duration of the Freight Hub's operation.

## S42A Reporting Officers Amendments to End of Hearing Condition Set – 7 October 2021

79.	The objective of the Operational Traffic Management Plan is to manage the traffic generated by the operational activities of the Freight Hub and describe the methods that will be undertaken to 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 must 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 must achieve the objective in Condition 79 and include: <ul style="list-style-type: none"> <li>(a) the process for and frequency of operational traffic monitoring (at least every two years until the final review of the Operational Traffic Management Plan), including when the monitoring commences, the location of monitoring points, the timing of monitoring to avoid school or public holidays and to be at a similar time of the year, and the period of traffic count collection, which must be at least 7 consecutive days;</li> <li>(b) a description of actual and forecasted traffic generation at each of the Freight Hub's access points, including light and heavy vehicles, as a result of activities within the Freight Hub;</li> <li>(c) records of assessment and reporting on the safety (carried out in accordance with Condition 81A) and performance, of each of the Freight Hub's access points (with allowance made for the interaction with rail crossings within the site) and any other access point onto the Perimeter Road between Roberts Line and Maple Street;</li> <li>(d) details of any feedback provided by Waka Kotahi NZ Transport Agency, Horizons Regional Council, Palmerston North City Council, and Manawatu District Council and how it has been incorporated.</li> </ul>
81A.	<ul style="list-style-type: none"> <li>(a) The Requiring Authority must assess the safety and performance of the intersections, links and accesses listed in Condition [81(c)] to demonstrate that they achieve: <ul style="list-style-type: none"> <li>(i) A Level of Service of D or better (for sign-controlled intersections, this is the Level of Service on the side road(s) approach(es)), as modelled with SIDRA or similar intersection modelling software; and</li> <li>(ii) <b>In the event that there have been any serious injury or fatal crashes as reported in the Waka Kotahi Crash Analysis System (CAS) database on the road network included in Condition 81(c) since the previous review of the Operational Traffic Management Plan,</b> road safety audits undertaken in accordance with the <i>New Zealand Transport Agency Road Safety Audit Procedures for Projects, Guidelines Interim Release May 2013</i> which identify no serious or significant safety concerns.</li> </ul> </li> <li>(b) In the event that any of the intersections, links and accesses does not meet the standards in (a) or (b), the Requiring Authority must develop designs for upgrades to that infrastructure in order to achieve these standards.</li> <li>(c) The developed designs must be submitted to the Chief Roding Engineer at Palmerston North District Council for certification that the designs meet the requirements of (a).</li> <li>(d) The Requiring Authority must, at their cost, implement the certified infrastructure upgrades within 12 months of receiving certification.</li> </ul>
82.	The Requiring Authority must review and update the Operational Traffic Management Plan: <ul style="list-style-type: none"> <li>(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 in accordance with Condition 81 and 81A;</li> <li>(b) when total vehicle movements across all accesses for the Freight Hub exceed 4200 vehicles per day;</li> <li>(c) when total vehicle movements across all accesses for the Freight Hub exceed 8000 vehicles per day;</li> <li>(d) when total traffic movements across all accesses for the Freight Hub exceed 12000 vehicles per day; and</li> <li>(e) at least every 6 years.</li> </ul>
83.	The Requiring Authority must 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 82 and provide any updated draft Operational Traffic Management Plan to those parties for review and feedback in accordance with Condition 80.



**S42A Reporting Officers Amendments to End of Hearing Condition Set – 7 October 2021**

84. The Requiring Authority is not required to review and update the Operational Traffic Management Plan under 82(b), 82(c) or 82(d) within 12 months of the previous review and update of the Operational Traffic Management Plan.

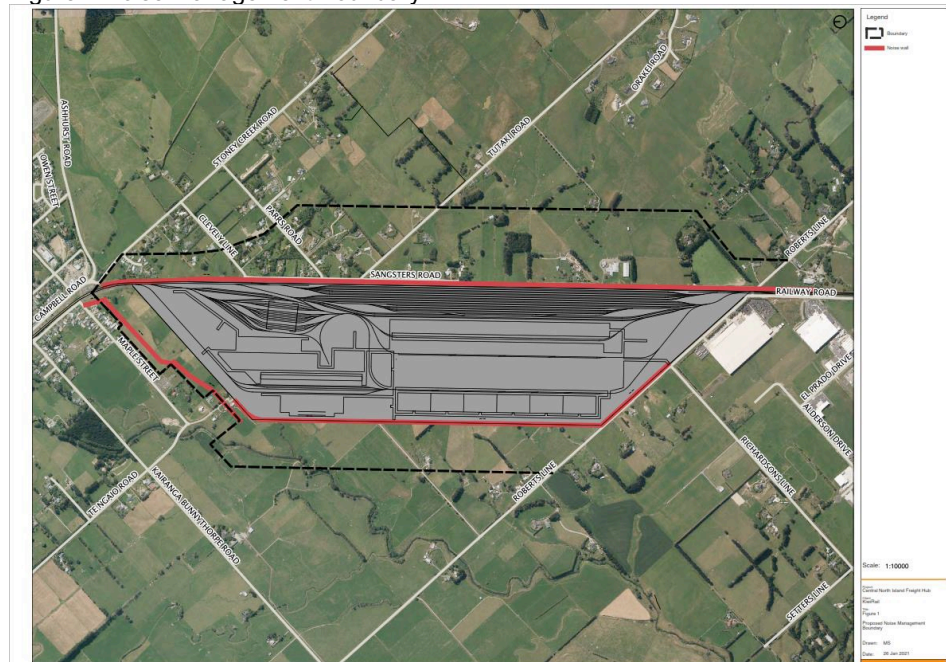
**Operational Noise and Vibration**

85. All operational activities at the Freight Hub (excluding traffic on the Perimeter Road and **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.

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).

85B. The Freight Hub must be designed and operated to ensure that noise **(excluding noise from traffic on the Perimeter Road and the North Island Main Trunk Line)** does not exceed 65 dB LAeq(1hr) at any time within any site that was zoned Rural or Residential at [the date the Notice of Requirement is confirmed] and which is outside the Designation extent.

85C. Noise insulation

- (a) At the commencement of the detailed design stage, the Requiring Authority must undertake noise modelling to predict the daytime and night-time Freight Hub noise levels for the following 12 months (“Annual Noise Contours”). The Requiring Authority must subsequently undertake noise modelling and update the Annual Noise Contours annually.
- (b) Where the Annual Noise Contours identify that the noise levels at any Existing Dwelling (either wholly or partly) are predicted to exceed:
  - (i) 55 dB LAeq(1hr) between 7am and 10pm;
  - (ii) 45 dB LAeq(1hr) between 10pm and 7am;
 the Requiring Authority must, subject to property owner(s) approval, prepare a noise insulation and ventilation design report (‘Noise Insulation Design Report’) for that dwelling, and undertake a detailed inspection of the dwelling, in order to prepare an offer to the dwelling owner(s) to provide noise insulation and/or ventilation.

## S42A Reporting Officers Amendments to End of Hearing Condition Set – 7 October 2021

	<p>(c) All Annual Noise Contour predictions and each Noise Insulation Design Report must be prepared by a suitably qualified and experienced person, in conjunction with building professionals as required.</p> <p>(d) The Noise Insulation Design Report must identify noise insulation and/or ventilation that is predicted to reduce the noise levels allowed by Condition 85 and 85B <b>and the noise from the North Island Main Trunk Line</b>, in order to achieve internal noise levels of:</p> <p>(i) 40 dB LAeq(1hr) in habitable rooms, except bedrooms;</p> <p>(ii) 35 dB LAeq(1hr) in bedrooms.</p> <p>The noise source characteristic shall be that of a representative locomotive.</p> <p>(e) Where ventilating windows need to be closed to achieve the noise reduction, a positive supplementary source of fresh air ducted from outside is required. The supplementary source of air must achieve NZS 4303:1990: Ventilation for acceptable indoor air quality (Building Code Clause G4) requirements, assuming that windows are closed.</p> <p>(f) Where accepted by the dwelling owner(s), the noise insulation and/or ventilation identified in the Noise Insulation Design Report must be installed at the Requiring Authority's cost, as soon as reasonably practical, but at least before the noise levels in (b)(i) or (b)(ii) are exceeded, whichever of those noise levels is exceeded first.</p> <p>(g) The Requiring Authority must meet the reasonable costs of maintaining the acoustic and mechanical integrity of the noise insulation and/or ventilation installed in accordance with (f).</p> <p>(h) The Annual Noise Contours required by (a) must be provided to the Head of Planning Services at Palmerston North City Council within ten working days of undertaking the updated noise modelling.</p> <p>(i) The Noise Insulation Design Reports required by (b) must be provided to the Head of Planning Services at Palmerston North City Council within one month of formal acceptance or rejection of the offer by the dwelling owner(s).</p>
86.	<p>All operational activities in the Freight Hub (excluding the <b>NIMT North Island Main Trunk Line</b>) must be undertaken to ensure that vibration at any Existing Dwelling outside the Freight Hub does not exceed 0.3 mm/s vw,95.</p>
87.	<p>The Requiring Authority must prepare and implement an Operational Noise and Vibration Management Plan.</p>
88.	<p>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.</p>
89.	<p>The Operational Noise and Vibration Management Plan must be prepared by a suitably qualified and experienced person.</p>
90.	<p>The Operational Noise and Vibration Management Plan must include:</p> <p>(a) the noise and vibration limits for both day and night-time activities within the Freight Hub as set out in Condition 85 and 85B;</p> <p>(b) the noise management boundary in Figure 1 in Condition 85;</p> <p>(c) the details of any noise mitigation required to manage the noise effects including, as a minimum:</p> <p>(i) a continuous barrier, including bunds and/or natural elevation on the eastern boundary of the designation extent extending to at least 5 metres above the finished ground level of the Freight Hub;</p> <p>(ii) a barrier 3 metres above finished ground level of the Freight Hub on the northern boundary of the designation extent;</p> <p>(iii) a barrier 3 metres above finished ground level of the Freight Hub on the western boundary if dwellings at the western boundary are still within 500m of the Freight Hub when operation commences;</p> <p>(iv) acoustic treatment of Existing Dwellings required by Condition 85C; and</p> <p>(v) an asphaltic mix road surface on the Perimeter Road.</p> <p>(d) the process for undertaking modelling and monitoring of operational noise and vibration;</p> <p>(e) the location of permanent noise monitors, which shall include one in the northern area, one in the eastern area and one towards the west of the site, if dwellings are still within 500 metres of the Freight Hub when operation commences; and</p> <p>(f) site noise management measures including operation of machinery and equipment in a manner that adopts the Best Practicable Option to avoid unreasonable noise.</p>



## S42A Reporting Officers Amendments to End of Hearing Condition Set – 7 October 2021

91.	The Requiring Authority must make the current version of the Operational Noise and Vibration Management Plan publicly available on its website.
92.	The Requiring Authority must review and update (including with any additional noise modelling as required) the Operational Noise and Vibration Management Plan: <ul style="list-style-type: none"> <li>(a) annually; and</li> <li>(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.</li> </ul>
<b>Operational Dust Management</b>	
93.	The Requiring Authority must prepare and implement an Operational Dust Management Plan.
94.	The objective of the Operational Dust Management Plan is to detail measures for avoiding, remedying or mitigating the adverse effects of dust from the operation of the Freight Hub.
95.	The Operational Dust Management Plan must be prepared by a suitably qualified and experienced person.
96.	The Operational Dust Management Plan must achieve the objective in Condition 94 and must include: <ul style="list-style-type: none"> <li>(a) a description of the activities and locations on site with the potential to generate dust;</li> <li>(b) a description of the potential effects of dust discharges from those activities;</li> <li>(c) a description of the receiving environment and identification of sensitive receptors within 150 metres of the site boundaries;</li> <li>(d) the mitigation and management practices to minimise the potential for dust emissions to have more than minor impacts beyond the Designation site boundary;</li> <li>(e) a description of the particulate matter monitoring programme and monitoring equipment;</li> <li>(f) a dust monitoring plan including: <ul style="list-style-type: none"> <li>(i) equipment selection and siting requirements;</li> <li>(ii) a maintenance and calibration schedule for meteorological and dust monitoring instruments and data management procedures;</li> <li>(iii) methods for undertaking visual monitoring of dust emissions;</li> </ul> </li> <li>(g) Procedures for training of personnel and contractors to make them aware of the requirements of the Operational Dust Management Plan;</li> <li>(h) Monitoring triggers and procedures for responding to monitoring and wind speed triggers in Condition 59C;</li> <li>(i) The process for recording complaints and providing feedback to the complainant on how issues raised in complaints have been addressed;</li> <li>(j) The roles and responsibilities of personnel responsible for implementing and reviewing the Operational Dust Management Plan.</li> </ul>
97.	The Requiring Authority must make the Operational Dust Management Plan publicly available on its website.
98.	The Requiring Authority must review and update the Operational Dust Management Plan: <ul style="list-style-type: none"> <li>(a) annually; and</li> <li>(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; and</li> <li>(c) the annual update shall include details of any complaints received in relation to dust during the preceding year, how those complaints were resolved, and any additional mitigation or management measures required to minimise the generation of dust.</li> </ul>
99.	At least three months prior to construction Works commencing, the Requiring Authority must: <ul style="list-style-type: none"> <li>(a) identify Existing Dwellings within 100m of the Freight Hub's Designation Extent that have roof top rainwater supply systems;</li> <li>(b) undertake investigations of the household water supply at each of the affected dwellings identified in Condition 99(a) and identify any mitigation measures required to manage potential dust effects, including: <ul style="list-style-type: none"> <li>(i) the installation of a first-flush rainwater diversion systems at residences that rely on rainwater collection; or</li> <li>(ii) the supply by bulk tanker of potable water to residents' tank storage systems; or</li> <li>(iii) connection to a domestic water supply reticulation system;</li> </ul> </li> <li>(e) offer to provide one of the mitigation measures listed in Condition 99(b) at its cost; and</li> </ul>

## S42A Reporting Officers Amendments to End of Hearing Condition Set – 7 October 2021

(f)	where authorised by the property owner(s), provide the chosen mitigation measure as soon as practicable and prior to construction Works commencing.
<b>Ecology</b>	
99A.	Assessment of ecological values
(a)	Prior to commencement of the detailed design stage, the Requiring Authority must complete an assessment of the ecological values of the Designation in accordance with relevant and appropriate best practice methodologies, to identify the extent and values of the terrestrial, freshwater and wetland habitats of the Designation, including their amenity and cultural values. The assessment must include, at least: <ul style="list-style-type: none"> <li>(i) Stream classification, extent and values, including habitat and ecosystem function assessments, within the Designation and within the receiving environment;</li> <li>(ii) Surveys of streams to identify any erosion prone areas, to provide a baseline state against which to measure change;</li> <li>(iii) Wetland extent and values, in accordance with Wetland Delineation Protocols, Horizons One Plan - Schedule F and NPS FM definitions;</li> <li>(iv) Vegetation assessment to identify extent and values, including both habitat values and presence of Threatened or At Risk Species, and against the criteria within the Horizons One Plan Schedule F;</li> <li>(v) Lizard surveys, to identify species present and habitat values;</li> <li>(vi) Bat surveys, if the vegetation assessment identifies potential temporary roost trees;</li> <li>(vii) Bird surveys, to identify species likely to use the Designation on a temporary or permanent basis, including (but not limited to) assessment of wetland birds if wetlands are identified;</li> <li>(viii) Freshwater fauna surveys to identify the presence of fauna within the streams within the designation, upstream of the Designation and within the receiving environment downstream of the designation;</li> <li>(ix) Water quality including, but not limited to, parameters related to urban and industrial run off, suspended and deposited sediment and presence of periphyton and macrophytes within and downstream of the Designation.</li> </ul>
(b)	The results of the surveys undertaken in (a) must be provided to the Head of Planning Services, Palmerston North City Council in accordance with Condition 10A, and shall inform the detailed design, including where possible, the avoidance of areas of moderate or high ecological value.
<b>Train operations</b>	
99C	Safety in Design The Requiring Authority must undertake and document a Safety in Design process in accordance with KiwiRail Standard <i>G-ST-AL-9131 General Standard – Safety in Design</i> and record the outputs of this process. A record of this process must be provided to the Palmerston North City Council in accordance with Condition 10A.
99D	Train operation simulation The Requiring Authority must carry out a detailed simulation of the Freight Hub concept of operations in accordance with <i>AS 7473:2020 Complex system integration in railways</i> and record the outputs of this simulation. A record of this process must be provided to the Palmerston North City Council in accordance with Condition 10A.
<b>Third Party restrictions</b>	
100.	The Requiring Authority must enable access for maintenance utility works undertaken in road corridors in accordance with the <i>National Code of Practice for Utility Operators Access to Transport Corridors, September 2016</i> or any approved update to the Code.
100A.	The Requiring Authority must ensure that access is maintained to the National Grid Transmission Line and support structures for maintenance at all reasonable times, and for emergency works at all times.
<b>Post-completion review of designation extent and conditions</b>	
101.	As soon as practicable following opening of the Freight Hub, the Requiring Authority shall: <ul style="list-style-type: none"> <li>(a) review the Designation Extent;</li> <li>(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</li> <li>(c) notify the Council under section 182 of the RMA to remove those parts of the designation.</li> </ul>

## S42A Reporting Officers Amendments to End of Hearing Condition Set – 7 October 2021

102. Following commencement of operation of the Freight Hub, the following construction conditions will no longer apply and can be removed as part of any subsequent District Plan review:
- (a) Conditions [23 – 25, 57-59, 59B, 59G-J, 61-67, 68 -73A, 99A, 99C-D].
- Advice note: This condition does not prevent works required for the ongoing operation or maintenance of the Freight Hub from being undertaken*