

SECTION 24: DESIGNATIONS

The Plan Change I: Increasing Housing Supply and Choice Decision points have been incorporated into the Operative District Plan and are identified by blue text.

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24. DESIGNATIONS

24.1 Introduction

In general, land that is used or is proposed to be used for a public work is 'designated' for that specific work (e.g. road, school, police station). Any Minister of the Crown or local authority which has financial responsibility for a public work has the power (under Sections 168 and 168A of the Act) to require the Council to include a designation of land for any such work in its District Plan.

Approved network utility operators also have this power. In this context Ministers of the Crown, local authorities and approved network utility operators are 'requiring authorities'. A requirement for a designation by a requiring authority is referred to as a notice of requirement. When the requirement is included in the Plan, following Council assessment and requiring authority confirmation, it becomes a designation.

When land is designated in the District Plan it can be used for the designated purpose. Certain conditions may apply to the designation and these are stipulated in the Plan. If any person wishes to use the land in a way that would hinder or prevent the designated work, that person must obtain the prior written consent of the relevant requiring authority. All designated land has an underlying zoning (generally the zoning which applies to adjacent land) and this zoning applies where a designation is removed or for activities which are not in accordance with the designation. All designated land is specifically identified on the Planning Maps. An accompanying Schedule indicates the body having financial responsibility for the designated work or use, any further description of the designation where necessary, and the relevant underlying zoning.

24.2 Assessing the Environment of Designations: Outline Plans

An outline plan of a public work, project, or work to be undertaken on designated land must be submitted by the requiring authority to the Council to allow any changes to be requested by the Council before the proposed work is commenced (refer Section 176A, RMA). An outline plan is not required if the actual work is already approved under the Act or if the details of the work have been incorporated into the requirement or if the Council waives the requirement.

An outline plan must show the physical features of the work, its location and relationship to the site and any other matters to avoid, remedy or mitigate any adverse effects on the environment. The outline plan procedure enables Council to better ascertain the effects of future development and ensure they are controlled.

24.3 Rules: Treatment of Designated Roads

R24.3.1 TREATMENT OF DESIGNATED ROADS

All roads identified on the Planning Maps constitute a designation for roading purposes. Any roads, whether constructed or not, shall be given an underlying zoning of the adjoining property. The centreline of the road shall act as the zone boundary, should two different zones adjoin each other.

NOTE TO PLAN USERS

The centreline of the road is the mid-point between the edges of the formed or designated roadway (i.e. those roads shown on the Planning Maps that are uncoloured). The centreline can

be visible (e.g. a white line painted along the middle of the road) or notional (e.g. the middle of a median strip). For the purposes of R24.3.1, the median strip (notional centreline) of the existing formed road around the perimeter of The Square delineates the zone boundary between the Recreation Zone and Inner Business.

Explanation

At the time of stopping a road under the Local Government Act 1974 and/or a designation for roading purposes is removed under Section 182 of the Resource Management Act 1991, the zoning of the land affected by those actions will revert to the underlying zoning and be subject to the requisite provisions for that zone.

Activities that do not meet the purpose for which the designation is made (i.e. roading purposes) will be assessed under the rules for the relevant zone in which the road is located in accordance with Section 176 of the Resource Management Act 1991.

24.4 Appendix 24A

Appendix 24A which follows, contains a Schedule of the Designations within the City including details of the designating authority and the location of the designated site.

Table 1: Schedule of Designations

Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
1.	Lot 2 DP 83677 (10-12 Guildford Street, Ashhurst)	Ashhurst Community Policing Area	Minister of Police	Residential	10		
2.	Lot 3 DP 24699 Palmerston North (94 Highbury Avenue)	Highbury Community Policing Centre	Minister of Police	Residential Medium Density Residential	25		
3.	(i) North Island Main Trunk Railway (NIMTL) (ii) Palmerston North - Gisborne	Railway Purposes	KiwiRail Holdings Limited	As shown on planning maps	9, 10, 14		
4.	Camp Road, Linton (See Attachment 1 for full legal description)	Linton Military Camp - Defence Purposes	Minister of Defence	Rural	30, 31, 37, 38		



Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
5.	Section 1 SO 37467 (CT46C/871), City of Palmerston North. (486 Main Street)	Justice Purposes	Minister of Justice	Inner Business	25		
6.	Part Maori Block 2 Kairanga, Section 1 SO 37908 (546 Camp Road)	Correction Purposes	Minister of Corrections	Rural	30, 37		
7.	Part Lots 6, 7 and 8 on DP 276 (621-623 Main Street Palmerston North).	Telecommunication and Radio communication Purposes	The Radio Network - Limited	Outer Business	19		
8.	Lot 1 DP 78675, (CT 45B/167, Milson Airport)	Air Navigation Aids (Very High Frequency Omni-Directional Radio Range and Distance Measuring Station)	Airways Corporation of New Zealand Limited	Rural	13		See Attachment 3.3A and 3B for explanatory diagrams and conditions; also includes Air Designation with associated controls.



Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
9.	Lot 1 DP 48006 (23 Flyers Line)	Electricity Substation (Milson)	Powerco Limited	Rural	12		
10.	Lot 1 DP 31872 (91 Old West Road)	Electricity Substation (Turitea)	Powerco Limited	Rural	32		
11.	Lot 1 DP 85504 (54-66 Pascal Street)	Electricity Substation (Pascal St)	Powerco Limited	Residential Medium Density Residential	25		
12.	Lot 1 DP 33199 (542 Main Street)	Electricity Substation (Main St)	Powerco Limited	Outer Business	19		
13.	Lot 1 DP 86756 (157 Keith Street)	Electricity Substation (Keith St)	Powerco Limited	Industrial	20		
14.	Sections 1 and 2 on SO Plan 31388 and Section 1 on SO Plan 32250 (146 Harts Road)	Electricity Substation (Linton Substation)	Transpower NZ Limited	Rural	39		
15.	State Highways 3, 56 and 57(See Attachments 2 and 2A)	To undertake maintenance, operation and use of, and improvements to the State Highway network.	New Zealand Transport Agency	Road	9, 10, 11, 12, 14, 15, 16, 19, 20, 21, 22, 24, 26, 27, 30, 32, 38, 43, 44, 48		See Attachments 2 and 2A for further details



Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
16.	Lot 2 DP 583763 (185 Cambridge Avenue Ashhurst)	Telecommunication and Radio communication and Ancillary Purposes	Chorus New Zealand Ltd	Residential	10		Subject to Conditions (see Attachment 4)
17.	Section 1 SO 23694 (CT WN 36A/666, 5 Turitea Road)	Telecommunication and Radio communication and Ancillary Purposes	Chorus New Zealand Ltd.	Residential	32		Subject to Conditions (see Attachment 4)
17A.	Section 1 SO 23694 (CT WN 36A/666, 5 Turitea Road)	Telecommunication and Radio communication and Ancillary Purposes	Telecom New Zealand Ltd.	Residential	32		Subject to Conditions (see Attachment 4)
18.	Sections 656 and 657 Town of Palmerston North (CT WN 36C/227, 508-514 Main Street and 399-405 Church Street)	Telecommunication and Radio communication and Ancillary Purposes	Telecom New Zealand Ltd.	Inner Business	19, 25		Subject to Conditions (see Attachment 4)
19.	Lot 1 DP 66922 (CT WN 35C/390, 105 Roberts Line)	Telecommunication and Radio communication and Ancillary Purposes	Chorus New Zealand Ltd.	Residential Medium Density Residential	13		Subject to Conditions (see Attachment 4)



Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
20.	Lot 1 DP 68610 (CT WN 37A/983, 174 Fairs Road)	Telecommunication and Radio communication and Ancillary Purposes	Chorus New Zealand Ltd.	Industrial	19		Subject to Conditions (see Attachment 4)
21.	Lot 2 DP 76428 (CT WN 43C/36, 3 Henley Court)	Telecommunication and Radio communication and Ancillary Purposes	Chorus New Zealand Ltd.	Residential	19		Subject to Conditions (see Attachment 4)
22.	Lot 2 DP 426330 (131 Airport Drive)	Meteorological Purposes including existing Automatic Weather Station.	Meteorological Service of New Zealand	Airport	12		
23.	Pt Lot 2 DP 4733, Pt Section 67 Manchester District (Raukawa Road)	Water and Waste Services	Palmerston North City Council	Rural	15		
24.	Lot 1 DP 34025 (31 Bennett Street)	Stormwater Ponding Areas	Palmerston North City Council	Flood Protection	19		
25.	Lot 1 DP 45683 (133-137 Fairs Road)	Stormwater Ponding Areas	Palmerston North City Council	Flood Protection	19		



Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
26.	Lot 1 DP 26198, Pt Lot 2 DP 26198, Pt Lot 4 DP 26198, Lot 6 DP 26198 <i>(65-69 Totara Road)</i>	Water and Waste Services	Palmerston North City Council	<i>Industrial</i>	30, 31		See also Site Reference Number 28 and 85
27.	Lot 1 DP 27382 <i>(24 Petersens Road)</i>	Water and Waste Services	Palmerston North City Council	<i>Rural</i>	26		
28.	Lot 3 DP 26198, Lot 5 DP 26198, Lot 1 DP 29669 <i>(75 Totara Road)</i>	Refuse Collection/ Disposal Area and Material Recovery Facilities	Palmerston North City Council	<i>Industrial</i>	30, 31		See also Site Reference Number 26
29.	Part Lot 2 DP 42126 <i>(65 Roberts Line)</i>	Water Supply Services	Palmerston North City Council	<i>Industrial</i>	13		
30.	Lot 17 and 18 DP 2938 <i>(159-159A Botanical Road)</i>	Water Supply Services	Palmerston North City Council	<i>Recreation, Flood Protection</i>	25		



Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
31.	Lot 3 DP 82859 (476 Featherston Street)	Water Supply Services	Palmerston North City Council	Recreation	20		
32.	Lot 1 DP 30234 and Lot 1 DP 71650 (1482 Colyton Road)	Water Supply Services	Palmerston North City Council	Rural	5		
33.	Pt Section 67 Subdivision P, Manchester District (68-70 Hacketts Road)	Water Supply Services	Palmerston North City Council	Rural	15		
34.	Lot 1 DP 86532 (58 Oram Drive)	Water Supply Services	Palmerston North City Council	Rural	39		
35.	Lot 1 DP 18928, Pt Section 309 TN OF Fitzherbert, Lot 1 DP 4586, Section 18 Blk XIX Mangahao SD, Lot 2 DP 4586, Section 273 TN OF Fitzherbert, Section 2 SO 37039, Lot 4	Water Supply Services	Palmerston North City Council	Rural	40, 41, 45, 46, 47, 49, 50, 52		

Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
	DP 4586, Pt Section 308 TN OF Fitzherbert, Pt Section 306 TN OF Fitzherbert, Pt Section 276 TN OF Fitzherbert, Pt Section 272 TN OF Fitzherbert, Section 17 Blk XIX Mangahao SD, Lot 3 DP 4586, Lot 1 DP 10191, Pt Section 309 TN OF Fitzherbert Pt Section 307 TN OF Fitzherbert (159 Water Works Road)						
37	Lot 16 DP 20383 (118 Stanford North Street, Ashhurst)	Education Purposes	Minister of Education	Residential	10		

Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
38.	Sections 11-14 TN OF Ashhurst, Sections 29-32 TN OF Ashhurst, Sections 52-58 TN OF Ashhurst, Sections 65-71 TN OF Ashhurst, Pt Section 64 TN OF Ashhurst, Pt Section 1 SO 35481, Pt Section 51 TN OF Ashhurst, Lot 2 DP 88929 (96 Cambridge	Education Purposes	Minister of Education	Residential	10		
39.	Pt Section 233 TN OF Fitzherbert, Lot 2 DP 89373, Pt Section 233 TN OF Fitzherbert, Section 1 SO 25214 (169 Fitzherbert East Road, Aokautere School)	Education Purposes	Minister of Education	Rural	26, 27		



Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
40.	Lots 1 and 2 DP 30786 (55-57 Herbert Avenue, Cloverlea Primary School)	Education Purposes	Minister of Education	Residential	19		
41.	Pt Lots 3, 4, 6 DP 7438 (45 Somerset Crescent, Highbury Primary School)	Education Purposes	Minister of Education	Residential	19		
42.	Pt Lot 105 DP 21106 (24 Brighton Crescent, Takaro Primary School)	Education Purposes	Minister of Education	Residential	25		
43.	Pt Lot 66 DP 19499, Lot 234 DP 29133 (18 Rochester Street, Awapuni School)	Education Purposes	Minister of Education	Residential	25		

Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
44.	Lot 16 DP 22415, Pt Lots 18 and 19 DP 2826, Pt Lots 8 and 9 DP 533 <i>(95 Slacks Road, Riverdale Primary School)</i>	Education Purposes	Minister of Education	<i>Residential</i>	25, 31		
45.	Pt Sec 1019 and 1020 TN of Palmerston North <i>(196 College Street, West End Primary School)</i>	Education Purposes	Minister of Education	<i>Residential</i>	25		

Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
46.	Lots 3-8 DEEDS 364, Pt Lot 1 DP 3819, Lot 2 DP 3819, Pt Subdivisions 5 SECT 277 TN OF Palmerston North, Subdivisions 6-8 SECT 277 TN OF Palmerston North, Lots 13-16 DEEDS 497 <i>(201 Featherston Street, Central Normal School)</i>	Education Purposes	Minister of Education	Residential	19		
47.	Pt Sec 1082 and Pt Sec 1084 Town of Palmerston North <i>(402 College Street, College Street Primary School)</i>	Education Purposes	Minister of Education	Residential	25, 26		



Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
48.	Pt Lot 1 DP 8494, Lot 2 DP 8494, Lot 2 DP 25282, Pt Lot 11 Deeds 176 (25 Russell Street, Russell Street School)	Education Purposes	Minister of Education	Residential	19		
49.	Pt Lots 221 and 222 DP 791, Lot 6 DP 20871 (227 Albert Street, Hokowhitu Primary School)	Education Purposes	Minister of Education	Residential	26		
50.	Pt Lots 170 and 171 DP 791, Pt Section 169 Blk XI Kairanga SD (552 Ruahine Street, Winchester Primary School)	Education Purposes	Minister of Education	Residential	26		



Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
51.	Lots A-G DP 180, Lot 1 DP 4626, Pt Subdivision 4 SECT 167 TN of PN, Sec 1633 and 1634 TN of PN, Pt Section 181 TN of PN (201 Ruahine Street, Terrace End Primary School)	Education Purposes	Minister of Education	Residential	20		
52.	Lot 1 DP 14386 (38 Kipling Street, Roslyn Primary School)	Education Purposes	Minister of Education	Residential	13		
53.	Lot 11 DP 55047, Pt Lot 1 DP 4946 (7 Rutland Place, Milson Primary School)	Education Purposes	Minister of Education	Residential Medium Density Residential	12		
54.	Lot 25 DP 24003 (41 Parkland Crescent, Parkland Primary School)	Education Purposes	Minister of Education	Residential	20		See also Site Reference Number 65

Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
55.	Pt Lot 8 and Lots 9-15 DP 14466, Pt Lots 4-15 DP 534, Lot 2 DP 23998 <i>(25 Freyberg Street, Ross Intermediate School)</i>	Education Purposes	Minister of Education	<i>Residential</i>	20		
56.	Sec 973 and Pt Sec 974 TN of PN, Pt Lot 1 DP 1293, Pt Lot 1 DP 2450, Lots 6-8 DP 13691, Lot 5 and Pt Lots 6 and 10 DP 1111 <i>(56 Linton Street and 300 Ferguson Street, Palmerston North Intermediate Normal School)</i>	Education Purposes	Minister of Education	<i>Residential</i>	25		

Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
57.	Pt Section 239 and 1718 and Section 1775 Town of PN, Pt Lots 39-44 Deeds 189, Lot 1 DP 16660 <i>(263 Featherston Street, Palmerston North Boys High School)</i>	Education Purposes	Minister of Education	<i>Residential</i>	19		
58.	Pt Sec 248 and 249 TN of PN, Pt Lot 3 DP 9782, Pt Lot 1 DP 13872, Lot 31 DP 15266, Lot 1 DP 311778, Lot 1 DP 417868 <i>(33 Freyberg Street, Freyberg High School)</i>	Education Purposes	Minister of Education	<i>Residential</i>	20		



Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
59.	Lots 5-7 and Pt Lots 8, 10, 11 DP 545, Lots 1 and 2 DP 11820, Lot 4 DP 12393, Lot 1 DP 304043 (226 Fitzherbert Avenue, Palmerston North Girls High School)	Education Purposes	Minister of Education	<i>Residential, Medium Density Residential and Recreation</i>	25		Condition attached – refer to file 2696-3-11
60	Lot 14 Deeds Plan 189, Pt Secs 228, 229, 230, 235, 236 Town of Palmerston North, Pt Lot 4 and Lots 5-8 DP 10561 (374 Rangitikei Street, Queen Elizabeth College)	Education Purposes	Minister of Education	<i>Residential</i>	10		
61.	Lot 1 DP 31020, Lot 16 DP 45502, Lot 2 DP 335215 (434 Botanical Road, Awatapu College)	Education Purposes	Minister of Education	<i>Residential</i>	25		



Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
62.	Lot 88 DP 49973 (59 Herbert Avenue, Cloverlea Kindergarten)	Education Purposes	Minister of Education	Residential	19		
63.	Lot 67 DP 23458 (7 Radnor Place, Takaro Kindergarten)	Education Purposes	Minister of Education	Residential Medium Density Residential	25		
64.	Lot 2 DP 68888 (20 Alexander Street, Awapuni Kindergarten)	Education Purposes	Minister of Education	Residential	25		
65.	Lot 25 DP 24003, Pt Subdivision 1 Sect 386 TN of PN (41 Parkland Crescent, Parkland Kindergarten)	Education Purposes	Minister of Education	Residential	20		



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66.	Lot 55 and Pt Lot 54 DP 15409 (120 Savage Crescent, Awatapu IHC Special School)	Education Purposes	Minister of Education	Residential	25		
67.	Lot 3 DP 25599 (228 Botanical Road, Monrad Intermediate School)	Education Purposes	Minister of Education	Residential	25		
68.	Lot 13 DP 54885, Lot 23 DP 338442, Lot 1 DP 338442 (88 Rhodes Drive, Te Kura Kaupapa Maori-o-Manawatu)	Education Purposes	Minister of Education	Residential	13		Conditions attached – refer to file OA 14464591



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69.	Pt Sec 178, Sec 424 and 425 Town of Fitzherbert (208 Old West Road, Tiritea Primary School)	Education Purposes	Minister of Education	Rural	38		
70.	Lot 1 DP 66449, Lot 1 DP 66444, Pt Subdivision 48 and Subdivision 49 and 50 of 415 TN of PN (96-110 James)	Cemetery (Kelvin Grove)	Palmerston North City Council	Recreation	13, 14		
70A	Lot 2 DP 83249 being also comprised in Computer Freehold Register WN50B/373.	Cemetery Extension (Kelvin Grove)	Palmerston North City Council			20 years	Conditions attached - refer to file OA 9327876
72.	Section 1685 TN of PN (Napier Road)	Cemetery (Ashhurst)	Palmerston North City Council	Recreation	10		
73.	Pt Section 1537 TN of PN (61 Napier Road)	Cemetery (Terrace End)	Palmerston North City Council	Recreation	20		



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74.	Lot 3 DP 82353, Lot 2 DP 82353, Lot 66 DP 81704, Lot 4 DP 314972, Lot 31 DP 331630, Lot 2 DP 439191	Proposed Reserves - Aokautere	Palmerston North City Council	Residential and Rural	32, 33		
75.	Lot 1 DP 83868 (Napier Road)	Recreation Purposes	Palmerston North City Council	Conservation and Amenity	10		
76.	Pt Sections 910, 912 and Sections 905, 907, 909, 910, 911, 913 TN of PN, Lot 1 DP 3201, Lot 1 DP 5817 (549 Ferguson Street)	Local Authority works depot including: - stockpiling and loading of aggregates and asphalt - truck, motor vehicle and plant storage and maintenance - fuel storage and dispensing - workshops for mechanical, carpentry, electronic, concrete and other trades - plant nursery, propagating storage and sales	Palmerston North City Council	Residential Medium Density Residential	20		

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		- waste materials recycling - offices and staff facilities associated with depot activities - parking - warehouse storage of materials - yard storage of materials Retailing ancillary to the above activities.					
77.	Lots 20 and 21 DP 81951 (113 Hillcrest Drive)	Proposed Reserve - Hillcrest Drive	Palmerston North City Council	Residential	13		
80.	Lot 97 DP 330144, Pt Section 217 TN of Fitzherbert (Johnstone and Aokautere Drives)	Proposed Road Extension - Johnstone Drive (Johnstone Drive to Aokautere Drive and cul de sac)	Palmerston North City Council	Residential	32		
81.	Pt Lots 6, 21 and 26 DP 2676, Pt Lot 15 DP 4945	Proposed Road Realignment – Fitzherbert East Road	Palmerston North City Council	Rural	13		



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82.	Removed 1 June 2023						77 Akers Road
83.	Pt Subdivision 14 Sect 414 TN of PN, Section 1 SO 387527 <i>(17 Stoney Creek Road, Whakarongo Primary School)</i>	Education Purposes	Minister of Education	<i>Rural</i>	14		Conditions attached – refer to file 2696-3-14 (Part 1)



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85.	Lot 1 DP 89587, Lots 3 & 4 DP 79382, Lots 1 and 2 DP 81647, Pt Secs 1800 and 1801 Town of Palmerston North, Sec 1805 Town of Palmerston North, Lot 60 DP 81646 and Lot 57 DP 81646 <i>(Mangaone Stream Stopbanks (including stream channel) between Rangitikei Line and Pluto Place)</i>	Flood Protection Purposes, including ongoing stopbank system maintenance and repair: Mangaone Stream stopbanks (including stream channel) between Rangitikei Line and Pluto Place	Manawatu Wanganui Regional Council	As shown on the Planning Maps	12, 19		Note: there is a secondary designation to the Rail Corridor designation of New Zealand Rail Corporation and the Airport Designation where Designation 85 conflicts with these. See site reference number 3 and number 88. Note: There is a condition relating to archaeological sites on this designation. Council File Reference 2696-3-2
85. (continued)	Lot 1, 2 and 3 DP 317738; Section 66 Ashhurst Suburban	Flood Control Purposes including ongoing stopbank system maintenance and repair:	Manawatu Wanganui Regional Council	As shown on the Planning Maps: 4, 5, 9	4, 5, 9		Notice of Requirement Documents are attached in Appendix 5 – 15C Technical



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85 (Cont.)	Section 90 Ashhurst Suburban (Ashhurst Area)	(i) Stopbanking and timber flood walls, Ashhurst area: - Stopbanking on Section 66 Ashhurst Suburban and Section 90 Ashhurst Suburban. - Stopbanking and timber flood walls on Lot 1, 2 and 3 DP 317738.					Reports (1). One Plan Rule RP-LF-AWBD-R68 requires resource consent for activities on stopbanks and on land between artificial waterways or the bed of a river, and 8 metres inland of the landward toe of the stopbank where such activities may affect the integrity and function of the City's flood protection. These activities include: the planting of trees and shrubs; new buildings or other structures, or extensions to existing buildings or structures; new fences; land disturbance including excavation and deposition of clean-fill; and the upgrade, reconstruction, alteration, extension,



Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
							removal or demolition of any structure maintained by the Regional Council for the purpose of flood control. If property owners propose to carry out any activity on a property that contains or is adjacent to a designated flood protection asset it is recommended that they first contact the Manawatu-Wanganui Regional Council to confirm any consent requirements.
85. (continued)	Lot 1 DP 69849, Lot 2 DP 82306; Lots 1 and 2 DP 69849; Lot 2 DP 82306, Lot 2 DP 378955, Lots 1 and 2 DP 309232, Sections 1515 and 1516 Town of Bunnythorpe	(ii) Stopbanks on the banks of the Mangaone Stream from the Kairanga-Bunnythorpe Road to Setters Line: - Stopbanking along the true right bank of the Mangaone Stream, on Lot 1 DP 69849 and Lot 2 DP 82306 - 450 metres of stopbanks	Manawatu Wanganui Regional Council	As shown on the Planning Maps: 6, 12	6, 12		Notice of Requirement Documents are attached in Appendix 5 – 15C Technical Reports (1). One Plan Rule RP-LF-AWBD-R68 requires resource consent for activities on stopbanks and on land between artificial waterways or

Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
	(Mangaone Stream from Kairanga Bunnythorpe Road (by the Roberts Line Spillway) to Setters Line)	along the true left bank immediately upstream of Setters Line, on Lots 1 and 2 DP 69849 - Stopbanking along the true right bank of Mangaone Stream to Derby Creek and along the true right bank of Derby Creek to Kairanga-Bunnythorpe Road, on Lot 2 DP 82306, Lots 2 and 3 DP 378955, Lot 3 DP 37895, Lots 1 and 2 DP 309232, Sections 1515 and 1516 Town of Bunnythorpe.					the bed of a river, and 8 metres inland of the landward toe of the stopbank where such activities may affect the integrity and function of the City's flood protection. These activities include: the planting of trees and shrubs; new buildings or other structures, or extensions to existing buildings or structures; new fences; land disturbance including excavation and deposition of clean-fill; and the upgrade, reconstruction, alteration, extension, removal or demolition of any structure maintained by the Regional Council for the purpose of flood control. If property owners propose to carry out any activity



Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
							on a property that contains or is adjacent to a designated flood protection asset it is recommended that they first contact the Manawatu-Wanganui Regional Council to confirm any consent requirements.
85. (continued)	Lot 2 DP 32009, Lot 1 and 2 DP 359704, Lot 1 DP 44872 <i>(Mangaone Stream from Pluto Place to Milson Line)</i> Lot 2 DP 81319, Lot 2 DP 77499, Lot 3 and 4 DP 78918 <i>(Airport Stream)</i>	(iii) Stopbanking on both banks of the Mangaone Stream from Pluto Place to Milson Line. (iv) Stopbanking on both the true right bank of the Airport Stream on Lot 2 DP 81319, Lot 2 DP 77499 and Lot 3 and 4 DP 78918; and on the true left bank of the Airport Stream on Lot 2 DP 81319. (v) Stopbank on the true right bank of the Mangaone Stream, at the intersection with Rangitikei Line on Pt Sec 553 Town of Palmerston	Manawatu Wanganui Regional Council	As shown on the Planning Map: 12	12		Notice of Requirement Documents are attached in Appendix 5 – 15C Technical Reports (1). One Plan Rule RP-LF-AWBD-R68 requires resource consent for activities on stopbanks and on land between artificial waterways or the bed of a river, and 8 metres inland of the landward toe of the stopbank where such activities may affect the integrity and function of the City's flood protection.

Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
	Pt Sec 553 Town of Palmerston North <i>(Mangaone Stream Crossing at Rangitikei Line)</i> Lots 8 and 9 DP 15233 <i>(Flygers Line)</i>	North. (vi) Stopbank along the true left of the Flygers Line Floodway on Lots 8 and 9 DP 15233.					These activities include: the planting of trees and shrubs; new buildings or other structures, or extensions to existing buildings or structures; new fences; land disturbance including excavation and deposition of clean-fill; and the upgrade, reconstruction, alteration, extension, removal or demolition of any structure maintained by the Regional Council for the purpose of flood control. If property owners propose to carry out any activity on a property that contains or is adjacent to a designated flood protection asset it is recommended that they first contact the Manawatu-Wanganui Regional Council to



Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
							confirm any consent requirements.
85. (continued)	Lot 3 DP 77513, Lot 3 DP 3523, Lot 2 DP 389924, Lots 6 and 7 DP 57943; Lot 2 DP 70709; Lots 1, 2, 3, 4 DP 57943; Lots 4, 5, 6, 7, 8, 9, 10, 11, 12 DP 51587; Lots 1, 2, 3 DP 51445; Lots 1, 2, 3, 4, 5, 6 DP 40932 <i>(Benmore Avenue and adjoining rural lands)</i>	(vii) Stopbank on rural land north of Benmore Avenue, Palmerston North on Lot 3 DP 77513, Lot 3 DP 3523, Lot 2 DP 389924; and over the rear boundary of adjacent properties on Benmore Avenue, being: Lots 6 and 7 DP 57943; Lot 2 DP 70709; Lots 1, 2, 3 and 4 DP 57943; Lots 4, 5, 6, 7, 8, 9, 10, 11, 12 DP 51587; Lots 1, 2 and 3 DP 51445; Lots 1, 2, 3, 4, 5 and 6 DP 40932	Manawatu Wanganui Regional Council	As shown on the Planning Map: 19	19		Notice of Requirement Documents are attached in Appendix 5 – 15C Technical Reports (1). One Plan Rule RP-LF-AWBD-R68 requires resource consent for activities on stopbanks and on land between artificial waterways or the bed of a river, and 8 metres inland of the landward toe of the stopbank where such activities may affect the integrity and function of the City's flood protection. These activities include: the planting of trees and shrubs; new buildings or other structures, or extensions to existing buildings or structures; new fences; land



Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
							disturbance including excavation and deposition of clean-fill; and the upgrade, reconstruction, alteration, extension, removal or demolition of any structure maintained by the Regional Council for the purpose of flood control. If property owners propose to carry out any activity on a property that contains or is adjacent to a designated flood protection asset it is recommended that they first contact the Manawatu-Wanganui Regional Council to confirm any consent requirements.
85. (continued)	Lot 4 DP 88332 Lot 4 DP 88332, Lot	(viii) Stopbanks, spillway structure and Floodway: - Spillway Structure, on Lot 4 DP 88332. - Stopbanks along the	Manawatu Wanganui Regional Council	As shown on the Planning Map: 12	12		Notice of Requirement Documents are attached in Appendix 5 – 15C Technical Reports (1).



Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
	12 DP 573 and Lot 17 DP 573 Lots 4 and 5 DP 88332, Lot 12 DP 573 and Lots 8 and 9 DP 15233 Lot 4 DP 88332, Lot 12 DP 573, Lot 4 DP 87337, Lot 2 DP 45291, Pt Sec 548 Town of Palmerston North, Pt Lot 1 DP 3626, Lot 2 DP 3626, Lot 17 DP 573, Lots 6, 7, 8 and 9 DP 15233, Lots 6 and 7 DP 15233, Lots 1, 2, 3 DP 15232, Pt Lot 4 DP 15232, Lot 2 DP 16709, Lots 1 and 2 DP 29770, Pt Lots 3	true right ban of the Flyers Line Floodway on Lot 4 DP 88332, Lot 12 DP 573 and Lot 17 DP 573. - Stopbanks along the true left bank of the Flyers Line Floodway on Lots 4 and 5 DP 88332, Lot 12 DP 573, Lots 8 and 9 DP 15233. - Flyers Line Floodway, from the Spillway structure to Rangitikei Line on Lot 4 DP 88332, Lot 12 DP 573, Lot 4 DP 87337, Lot 2 DP 45291, Pt Sec 548 Town of Palmerston North, Pt Lot 1 DP 3626, Lot 2 DP 3626, Lot 17 DP 573, Lots 8 and 9 DP 15233, Lots 1, 2, 3 DP 15232, Pt Lot 4 DP 15232, Lot 2 DP 16709, Lots 1 and 2 DP 29770, Pt Lots 3 and 4 DP 29770.					One Plan Rule RP-LF-AWBD-R68 requires resource consent for activities on stopbanks and on land between artificial waterways or the bed of a river, and 8 metres inland of the landward toe of the stopbank where such activities may affect the integrity and function of the City's flood protection. These activities include: the planting of trees and shrubs; new buildings or other structures, or extensions to existing buildings or structures; new fences; land disturbance including excavation and deposition of clean-fill; and the upgrade, reconstruction, alteration, extension, removal or demolition



Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
	and 4 DP 29770. (Flygers Line Floodway between Mangaone Stream and Rangitikei Line identified on Map 22.7 and Planning Maps)						of any structure maintained by the Regional Council for the purpose of flood control. If property owners propose to carry out any activity on a property that contains or is adjacent to a designated flood protection asset it is recommended that they first contact the Manawatu-Wanganui Regional Council to confirm any consent requirements.
85. (continued)	Lot 2 DP 58233 (302 Shirriffs Road) Lot 2 DP 437961 and Pt Lot 27 DP	(ix) Stopbank along the true left bank of the Mangaone Stream on Lot 2 DP 58233 off Shirriffs Road, immediately to the south of the Kartsport Manawatu go kart track. (x) Stopbank on Lot 2 DP 437961 and Pt Lot 27 DP	Manawatu Wanganui Regional Council	As shown on the Planning Map: 30	30		Notice of Requirement Documents are attached in Appendix 5 – 15C Technical Reports (1). One Plan Rule RP-LF-AWBD-R68 requires resource consent for activities on stopbanks and on land between artificial waterways or the bed of a river, and



Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
	8486 <i>(Mangaone Stream at the end of Te Wanaka Road)</i>	8486 south of Te Wanaka Road					8 metres inland of the landward toe of the stopbank where such activities may affect the integrity and function of the City's flood protection. These activities include: the planting of trees and shrubs; new buildings or other structures, or extensions to existing buildings or structures; new fences; land disturbance including excavation and deposition of clean-fill; and the upgrade, reconstruction, alteration, extension, removal or demolition of any structure maintained by the Regional Council for the purpose of flood control. If property owners propose to carry out any activity



Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
							on a property that contains or is adjacent to a designated flood protection asset it is recommended that they first contact the Manawatu-Wanganui Regional Council to confirm any consent requirements.
86.	Section 201 TN of PN (165 Grey Street)	Education Purposes	Minister of Education	<i>Institutional Zone</i>	19		Condition attached – refer to file 2696-3-7 (Part 1)
87.	Lot 2 DP 88946 and Pt Sec 860 and 862 TN of PN (396-408 Church Street)	Police Purposes	Minister of Police	<i>Inner Business Zone</i>	25		Condition attached and Memorandum of Agreement signed – refer to file 2696-3-6
91.	Lot 4 DP 45100 (160 Keith Street)	Water Supply Services	Palmerston North City Council	<i>Industrial</i>	20		
92.	Lot 1 DP 74951 (Raymond Street, Bunnythorpe)	Water and Waste Services	Palmerston North City Council	<i>Residential</i>	2		



Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
93.	Road Reserve (Iti Street, Longburn)	Water Supply Services	Palmerston North City Council	Not applicable Road Reserve As shown on Planning Map 30	30		Notice of Requirement Documents are attached in Appendix 5 – 15C Technical Reports (1).
94.	Lots 2 and 4 DP 47914 (Te Ngaio Road, Bunnythorpe)	Water and Waste Services	Palmerston North City Council	Rural (Flood Prone Area)	2, 7		
95.	Sec 101, SO 33155 (Walkers Road, Longburn)	Water and Waste Services	Palmerston North City Council	Rural	30		
96.	Lots 1 and 2, DP 88028, Pt Lot 50 DP 526, Pt Sec 21 Karere District. (Carey Street, Longburn Longburn Primary	Educational Purposes	Minister of Education	Residential	30		
97.	Lots 43-46 DP 217 (5 Baring Street, Bunnythorpe. Bunnythorpe Primary School and Teachers Residence)	Educational Purposes	Minister of Education	Residential	2		



Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
98.	Pt Sec 1576, Block IX Kairanga SD, Lot 4 DP 18892 (Kairanga Bunnythorpe Road, RD5, Palmerston North Kairanga Primary School)	Educational Purposes	Minister of Education	Rural (Flood Prone Area)	17, 18		
99.	Pt Lots 1 and 2 DP 7073 (Gillespies Line, Palmerston North)	Radio communication, Telecommunication & Ancillary Purposes and Land Uses	Radio New Zealand	Rural (Flood Prone Area)	18		
100.	Lot 1 DP 73010 (24a Campbell Road, Bunnythorpe)	Telecommunication and Radio Communication and Ancillary Purposes (Bunnythorpe Exchange)	Chorus NZ Ltd	Local Business	2		Subject to Conditions (see Attachment 5).



Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
101.	Lot 1 DP 76218, Lots 163-165 DP 217, Lot 33 DP 66580 (4, Redmayne Street, 28 Redmayne Street, 26-88 Dixons Line, Bunnythorpe)	Substation – Electricity Transmission and Telecommunications Networks (Bunnythorpe)	Transpower New Zealand Limited	Rural	2		
102.	Lot 1 DP 68867 (Saddle Road,	Gas Gate	PowerCo Limited	Rural	5		
103.	Lot 1 DP 59428 (Kelvin Grove Road, Palmerston North)	Electricity Substation	PowerCo	Rural	13		
104.	Lot 1 DP 89587 (Rangitikei Line (SH3), Palmerston North)	Gas Gate	PowerCo Limited	Rural (Flood Prone Area)	12, 19		



Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
105.	Sec 1142 Town of Bunnythorpe (Maple Street, Bunnythorpe)	Cemetery (Bunnythorpe)	Palmerston North City Council	Recreation As shown on Planning Map 2	2		Notice of Requirement Documents are attached in Appendix 5 – 15C Technical Reports (1).
106.	Part section 268, Town of Palmerston North (SO 11712) 291 Turitea Rd Palmerston North	Aokautere Water Supply	PNCC	Rural	39		
107.	Lot 6 DP 517384 (in part) (100 Walkers Road Longburn Adventist College)	Educational Purposes	Minister of Education	Rural As shown on Planning Map 30	30		Notice of Requirement Documents are attached in Appendix 5 – 15C Technical Reports (1).
108.	The corner of Linton Street and Ferguson Street, legally described as Section 3 SO 463408, Lot 2 DP 41527, Lot 1 DP 41527 and Lot 5 DP 3759	Electricity Substation	Powerco	Outer Business Zone	25		Subject to conditions (See OS6386683)



Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
109	Part Section 189 Town of Fitzherbert (WN53C/243) and Section 190 Town of Fitzherbert (WN39B/633) (Cubeside Road, Turitea)	Education Purposes	Minister of Education	<i>Institutional Zone</i>	31	10	Subject to conditions (See OS12781760)
110	Lots 1 and 2 DP 420288 (Fitzherbert East Road), Lot 1 DP 44056 (1182-1192 Fitzherbert East Road) Hydro Parcel at beginning of Gorge, Sec 1 SBDN X Manchester Dist, Parahaki, Sec 419, 420 and 439 TN Fitzherbert, (Napier Rd Ashhurst) Lot 2 DP 440506 (1590-1614 Napier Rd, Ashhurst) Lot 50 DP 185, Sec	State Highway – Te Ahu a Turanga	New Zealand Transport Agency	<i>Rural Zone</i>	10, 16		Subject to conditions See Attachment 6



Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
111	Lot 7 DP 50140 - Part 2 DP 12501 - Section 1663 Town of Bunnythorpe - Part Section 1655 Town of Bunnythorpe. (19 Mohaka Place)	Oranga Tamariki Residence	Ministry for Children	Industrial	13		Yes – refer to designation purpose and conditions in Attachment 5
112 112 (Cont.)	Town of Bunnythorpe Sections: 1118, 1100, 1095, 1295, 1143, 1311, 1178, 1106, 1513, 1124, Town of Bunnythorpe Sections: 1109, 1481, 1192, 1108, 1212, 1184, 1216, 1138, 1128, Sec 1290, 1288, 1214, 1305, 1475, 1294, 1122, 1102, 1206, 1302, 1180, 1190, 1123, Pt Sec 1476, 1098, 1206, 1302, 1180, 1190, 1123, Pt Sec 1476, 1098, 1507, 1291, Pt Sec 1511, 1132, 1218, Pt Sec 1472, 1297, 1319, 1207, 1111, 1312, 1187, 1316,	Construction and operation of an intermodal rail and freight hub Construction and operation of an intermodal rail and freight hub	KiwiRail Holdings Ltd KiwiRail Holdings Ltd	North East Industrial and Rural North East Industrial and Rural		13 June 2038 13 June 2038	See Attachment 7 for conditions



Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
112 (Cont.)	1099, 1126, 1131, 1299, 1465, 1198, 1188, 1310, 1194, 1135, 1200, 1120, 1203, 1142, 1196, 1515, 1220, 1477, 1298, 1478, Pt Sec 1223, 1195, 1104, 1313, 1096, 1179, 1127, 1105, Pt Sec 1472, 1289, 1317, Sec 1140, 1482, 1211, 1204, 1094, 1324, Town of Bunnythorpe Sections: 1300, 1209, 1323, 1183, 1205, 1189, 1186, 1201, 1480, 1296, 1315, 1464, 1471, 1197, 1129, 1307, 1215, 1181, 1227, 1210, 1103, 1320, 1473, Pt Sec 513, 1199, 1308, 1133, 1463, 1479, 1293, 1136, 1137, Pt Sec 1511, 1185, 1202, 1097, Pt Sec 513, Sec 1130, 1309, 1107, 1225, 1182, 1304,	Construction and operation of an intermodal rail and freight hub	KiwiRail Holdings Ltd	North East Industrial and Rural		13 June 2038	See Attachment 7 for conditions

Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
112 (Cont.)	1119, 1134, 1222, 1217, 1208, 1125, 1213, 1117, 1321, 1139, 1219, 1224, 1318, 1093, 1221, 1322, 1226, 1193, 1303, 1306, 1314, 1121, 1191, 1301, 1101, 1292, 1474, Pt Sec 1223 Lot 4 DP 74613 Lot 1 DP 69782 Lot 1 DP 31927 Lot 2 DP 89295 Lot 1 DP 87151 Lot 2 DP 81725 Lot 1 DP 82057 Lot 1 DP 89093 Lot 2 DP 31092 Lot 1 DP 89157 Lot 1 DP 74613 Lot 1 DP 31092 Lot 2 DP 69782 Lot 1 DP 81725 Lot 5 DP 47914 Lot 3 DP 89295 Lot 1 DP 87752 Lot 1 DP 304361 Lot 3 DP 304361 Lot 1 DP 306869	Construction and operation of an intermodal rail and freight hub	KiwiRail Holdings Ltd	North East Industrial and Rural		13 June 2038	See attachment 7 for conditions



Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
112 (Cont.)	Lot 2 DP 306869 Lot 2 DP 364002 Lot 1 DP 384898 Lot 3 DP 396718 Lot 4 DP 396718 Lot 1 DP 403746 Lot 2 DP 403746 Sec 1 SO 414834 Lot 1 DP 451268 Lot 2 DP 451268 Lot 3 DP 451268 Lot 4 DP 451268 Lot 1 DP 477726 Lot 2 DP 477726 Lot 3 DP 477726 Lot 4 DP 477726 Lot 1 DP 524511 Lot 2 DP 524511 Sec 1 SO 536786 Sec 2 SO 536786 Sec 3 SO 536786 Sec 4 SO 536786 Lot 1 DP 518316 West of Railway Road, between Palmerston North and Bunnythorpe.	Construction and operation of an intermodal rail and freight hub	KiwiRail Holdings Ltd	North East Industrial and Rural		13 June 2038	See Attachment 7 for conditions
113	Lot 2 DP 484516 Lot 694 DP 500578 Lot	New Road Connection	Palmerston North City Council	Residential			Oasis 15214454



Site Reference Number	Legal Description and Location	Designated Purpose	Requiring Authority	Underlying Zoning	Planning Map Index	Duration (if longer than 5 years and not given effect to)	Further Details (e.g. source documents, duration period longer than 5 years)
	695 DP 509873 Lot 1102 DP 519561 52 Johnstone Drive						

Attachment 1 Linton Military Camp

Linton Military Camp located at Camp Road comprising approximately 330.8979 hectares and described as follows:

Part Rural Section 172, Township of Fitzherbert, Part Kairanga No 2, Part Section A Kairanga Native Reserve, Part Rural Section 167, Township of Fitzherbert, Part Rural Section 168, Township of Fitzherbert, Part old bed Kahuterawa Stream, Part Section B, Kairanga Native Reserve, situated in Block XIV, Kairanga Survey District.

Part Rural Section 2, and Part Rural Section 3, situated in Block XIV, Kairanga Survey District. Parts Kairanga D, E and F, situated in Block XIV, Kairanga Survey District.

Parts Rural Sections 9 and 10, Township of Fitzherbert, situated in Block XIV, Kairanga Survey District.

Part subdivisions C, D, E and F of the Kairanga Block Balance of certificate of title, Volume 280 folio 200, Wellington Land Registry.

Part Section 172, Town of Fitzherbert Balance certificate of title, Volume 224 folio 43, Wellington Land Registry.

Section 437, Town of Fitzherbert, situated in Block XIV, Kairanga Survey District.

Attachment 2 State Highway Designations

2.1 STATE HIGHWAY 3

Rangitikei Line	from City boundary to the intersection with Tremaine Avenue
Rangitikei Street	from the intersection with Tremaine Avenue to the intersection with Grey Street and Walding Street
Grey Street	from the intersection with Rangitikei Street and Walding Street to the intersection with Princess Street
Princess Street	from the intersection with Grey Street to the intersection with Main Street
Main Street	from the intersection with Princess Street to the intersection with Upper Main Street and Napier Road
Napier Road	from the intersection with Main Street and Upper Main Street to the City Boundary in the Manawatu Gorge

2.2 STATE HIGHWAY 56

Pioneer Highway	from the intersection with Maxwells Line to the City Boundary (intersection of Shirriffs Road, Pioneer Highway and Rongotea Road)
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2.3 STATE HIGHWAY 57

Tennant Drive	from City Boundary to intersection with Kahuterawa Road
Old West Road	from intersection with Kahuterawa Road to intersection with Turitea Road
Turitea Road	from intersection with Old West Road to intersection with Aokautere Drive
Aokautere Drive	from intersection with Turitea Road to Fitzherbert East Road and Pahiatua Track
Fitzherbert East Road	from Pahiatua Track to intersection with State Highway 3 near Ashhurst

2.4 STATE HIGHWAY 54

Kairanga - Bunnythorpe Road and Milson Line	from the intersection of Rangitikei Line and Kairanga-Bunnythorpe Road to the intersection of Kairanga-Bunnythorpe Road and Milson Line.
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2.5 DESIGNATION ALTERATIONS

State Highway 3 and 56	for details on alterations to these designations since the Plan became operative in December 2000, please refer to Attachment 2A
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Attachment 2A: Alteration of Designation #15 State Highway 3 at the Intersection of Rangitikei St and Grey St

Alteration of Designation #15
State Highway 3 at the
Intersection of Rangitikei St
and Grey St



This map is for diagrammatic purposes. Check the Certificate of Title for exact measurements.



Land taken for
State Highway purposes.

0 10 20 metres
SCALE 1:500



Map Production: **LandInfo**
City Corporate
P.N.C.C. Sep 2003

[illegible]

Attachment 3B Conditions – Air Space Designation

- a. No person is permitted to erect, plant, permit or suffer any building, structure, equipment, conductor, tree or vegetation of a height or width greater than specified within the prescribed radius bands shown on the plan and diagram No. 46155 (Sheet 1 and 2) annexed without obtaining the prior written approval of Airways.
- b. Airways may only withhold its approval on the basis that the proposed activity may interfere with the effective operation of the VOR as part of the air traffic control network and instrument approach system for the Palmerston North International Airport.

Attachment 4: Conditions – Chorus/Telecom Designations

Site Name	Current Underlying Zone	Conditions
Ashhurst Exchange Kelvin Grove Exchange Cloverlea Exchange Turitea Road Exchange and Radio Station	Residential	Height – Masts and Antennas - The height of any mast and associated antennas (excluding any lightning rod) shall not exceed 15m. Except this shall not restrict the maintenance, upgrading and addition of aerials and antennas on the existing lattice tower at the Turitea Road Exchange and Radio Station where it infringes this condition provided there is no additional exceedance of the existing height of that mast. - Any new mast and associated antennas shall comply with the relevant height in relation to boundary controls from adjoining residential boundaries as included in the Palmerston North City District Plan as at the 4 July 2012. - Antennas mounted on the roof of buildings shall not extend more than 3m above the maximum height of the roof of any existing building. Buildings - Any buildings, excluding masts, exhaust flues, antennas and air conditioning equipment shall be contained within the following building envelope: Height 9m Front yard setback 3m Except this shall not restrict the maintenance, upgrading and replacement of any existing building where it infringes this condition provided there is no additional exceedance of the standards with this condition. Height in relation to boundary – shall comply with the relevant height in relation to boundary controls from adjoining residential boundaries as included in the Palmerston North City District Plan as at the 4 July 2012.
Palmerston North Exchange	Inner Business	Height – Masts and Antennas - The height of any mast and associated antennas (excluding any lightning rod) shall not exceed 20m. - Antennas mounted on the roof of buildings shall not extend more than 5m above the maximum height of the roof of any existing building. Buildings - Any buildings, excluding masts, exhaust flues, antennas and air conditioning equipment shall be contained within the following building envelope: Height 9m Except this shall not restrict the maintenance, upgrading and replacement of any existing building where it infringes this condition provided there is no additional exceedance of the standards with this condition. Noise - Any new noise generating equipment (excluding any electricity alternator required for emergency backup power generation) shall not exceed the following noise limits:

Site Name	Current Underlying Zone	Conditions
		At the boundary of the site with any Residential Zoned land: 7am – 10pm: 50dBA Leq 10pm – 7am: 40dBA Leq 10pm – 7am: 70dBA Lmax 5. Where existing site noise already exceeds the levels in condition 5 above, that any new noise generating equipment (excluding any engine alternator required for emergency backup power generation and/or load shedding) shall cumulatively in combination with any other noise generating equipment on the site not result in any increase in existing noise levels received at any other property boundary. A noise assessment may need to be submitted as part of any outline plan (depending on circumstances) to confirm the existing noise levels and predicted new noise levels to confirm compliance with this condition. 6. For any new engine alternator required for emergency backup power generation and/or load shedding that exceeds the noise limits in condition 5, an outline plan shall be required which demonstrates how the equipment and any mitigation is the best practicable option (BPO) to ensure that noise levels do not exceed a reasonable level. Radiofrequency Fields 7. Any equipment transmitting radiofrequency energy shall comply with the exposure levels stated in New Zealand Standard NZS2772.1:1999.1 at all times. Outline Plan of Works 8. That no Outline Plan shall not be required for any internal building works that do not result in any increases in noise emissions, or for the replacement of any antennas with antennas of similar size provided that there is no overall increase in the overall height of the facility. 9. Any new noise generating equipment (excluding any electricity alternator required for emergency backup power generation) shall not exceed the following noise limits at the site boundaries (excluding the road): At any time on any day: 65dBA Leq and 90 dBA L_{max} 10. Where existing site noise already exceeds the levels in condition 4 above, that any new noise generating equipment (excluding any engine alternator required for emergency backup power generation and/or load shedding) shall cumulatively in combination with any other noise generating equipment on the site not result in any increase in existing noise levels received at any other property boundary. A noise assessment may need to be submitted as part of any outline plan (depending on circumstances) to confirm the existing noise levels and predicted new noise levels to confirm compliance with this condition. 11. For any new engine alternator required for emergency backup power generation and/or load shedding that exceeds the noise limits in condition 5, an outline plan shall be required which demonstrates how the equipment and any mitigation is the best practicable option (BPO) to ensure that noise levels do not exceed a reasonable level.. Radiofrequency Fields 12. Any equipment transmitting radiofrequency energy shall comply with the exposure levels stated in New Zealand Standard NZS2772.1:1999.1 at all times. Outline Plan of Works 13. That no Outline Plan shall not be required for any internal building works

Site Name	Current Underlying Zone	Conditions
		that do not result in any increases in noise emissions, or for the replacement of any antennas with antennas of similar size provided that there is no overall increase in the overall height of the facility.
Bunnythorpe Exchange	Local Business	Height – Masts and Antennas 1. The height of any mast and associated antennas (excluding and lightning rod) shall not exceed 20m. 2. Any new mast and associated antennas shall comply with the relevant height in relation to boundary controls from any adjoining residential zone boundaries as included in the Palmerston North City District Plan as at the 4 July 2012. 3. Antennas mounted on the roof of any building shall not exceed more than 5m above the maximum height of the roof of the existing building. Buildings 4. Any buildings, excluding masts, exhaust flues, antennas and air conditioning equipment shall be contained within the following building envelope: Height – 9m Height in relation to boundary – shall comply with the relevant height in relation to boundary controls from any adjoining residential zone boundaries as included in the Palmerston North City District Plan as at 4 July 2012. Noise 5. Any new noise generating equipment (excluding any electricity alternator required for emergency backup power generation) shall not exceed the following noise limits: At the boundary of the site with any Residential or Medium Density Residentially zoned land: 7am – 10pm: 50dBA L_{eq} 10pm – 7am: 40dBA, L_{eq} 10pm – 7am: 70dBA, L_{max} 6. Where existing site noise already exceeds the levels in condition 5 above, that any new noise generating equipment (excluding any engine alternator required for emergency backup power generation and/or load shedding) shall cumulatively in combination with any other noise generating equipment on the site not result in any increase in existing noise levels received at any other property boundary. A noise assessment may need to be submitted as part of any outline plan (depending on circumstances) to confirm compliance with this condition. 7. For any new engine alternator required for emergency backup power generation and/or load shedding that exceeds the noise limits in condition 5, an outline plan shall be required which demonstrates how the equipment and any mitigation is the best practicable option (BPO) to ensure that noise levels do not exceed a reasonable level. Radiofrequency Fields 8. Any equipment transmitting radiofrequency energy shall comply with the exposure levels stated in New Zealand Standard NZS2772.1:1999.1 at all times. Outline Plan of Works 9. That no Outline Plan shall be required for any internal building works that do not result in any increases in noise emissions, or for the replacement of any antennas with antennas of a similar size provided that there is no

Site Name	Current Underlying Zone	Conditions
		overall increase in the height of the facility.

Attachment 5: Purpose and Conditions for Oranga Tamariki Residence (Te Au rere a te Tonga) Designation

Purpose:

Oranga Tamariki Residence

An Oranga Tamariki residence operated to fulfil the current and future obligations and duties of the Chief Executive of Oranga Tamariki – Ministry for Children for youth justice and certain adult jurisdiction reasons, including for:

- a. The placement of children/tamariki and young persons/rangatahi for the purpose of providing care (including secure care), protection, control, treatment and transitional services; and
- b. Ancillary educational, recreational, rehabilitative, administrative, visitor accommodation, cultural and transitional facilities; and
- c. Activities consistent with and ancillary to the establishment, operation and maintenance of the residence, including buildings, fixed plant and service infrastructure, fencing, landscaping, earthworks, outdoor recreation areas, shared services, access and parking.

Condition

Any habitable room in a new building constructed after 18 December 2010, shall be protected from noise arising from outside the building by ensuring the external sound insulation level achieves the following minimum performance standard:

$D_{nT,w} + C_{tr} > 35 \text{ dB}$

Compliance with this performance standard shall be achieved by ensuring habitable rooms in new buildings are designed and constructed in a manner that accords with an acoustic design certificate signed by a suitably qualified acoustic engineer stating the design as proposed will achieve compliance with the above performance standard.

Attachment 6: Te Ahu a Turanga – Manawatu-Tararua Highway – Designation Conditions 19 June 2025

Designation Conditions Index

NUMBER	ITEM
1	General
2	Compliance with outline plan(s) and management plan(s)
3	Ecological Management Plan certification process
4	Amendments to certified Ecological Management Plan
5	Post-construction review of designation width
6	[This condition is intentionally left blank]
7	Lapse period
8	Outline plan(s) (enabling works)
9	Outline plan(s) (construction works)
10	Community Liaison Person
11	Communications Management Plan
12	Community Liaison Group
13	Complaints management
14	Construction Environmental Management Plan
15	Erosion and sediment control measures
16	Cultural and Environmental Design Framework
17	Landscape Management Plan
18	[This condition is intentionally left blank]
19	Planting Establishment Management Plan
20	Lizard Management Plan
21	Bat Management Plan
22	Avifauna Management Plan
23	Terrestrial Invertebrate Management Plan
24	Ecology, Ecological Management Plan and offset and/or compensation measures
25	At risk or threatened flora and fauna discovery protocol
26	Limits and assessment – construction noise
27	Limits and assessment – construction vibration
28	Construction Noise and Vibration Management Plan
29	Construction Traffic Management Plan
30	Tangata Whenua Values Monitoring and Management Plan
31	Accidental discovery protocol and archaeological authority
32	Electrical clearances
33	National Code of Practice for Network Utility Operators' Access to Transport Corridors
34	Network Integration Plan
35	Ashhurst Bridge
36	Provision of shared paths
37	New Manawatu River Bridge
38	Recreational path connections

39	Noise bunds
PN1	Outline Plan – Parahaki Island
PN2	Western Car Park Construction Management Plan
PN3	Western Car Park Reinstatement Management Plan
M1	Outline Plan – Tararua High Pressure Gas Transmission Pipeline
M2	Outline Plan – Palmerston North to Gisborne Rail Corridor
T1	Te Āpiti Wind Farm Management Plan
T2	National Grid Management Plan
T3	Ballantrae Research Station and Fertiliser Trial Management Plan
T4	Outline Plan – QEII National Trust open space covenants
40	Road surfacing
41	Traffic separation
42	Lot 2 DP 351 133 landscaping
43	Post-construction Review
44	Lighting
45	Written consent under section 176 of the RMA – Te Āpiti Wind Farm
46	[This condition is intentionally left blank]

Definitions and Abbreviations

ABBREVIATION/TERM/ ACRONYM	TERM/DEFINITION
AgResearch	AgResearch Limited
BS	British Standard
Compensation	Means positive actions (excluding biodiversity offsets) to compensate for residual adverse biodiversity effects arising from activities after all appropriate avoidance, remediation, mitigation and biodiversity offset measures have been applied.
Construction	Activities undertaken to construct the Project, excluding enabling works, and including: ▪ ground improvement works; ▪ temporary and permanent drainage installation; ▪ bulk earthworks (including cut and fill activities); ▪ bridge and tunnel construction; ▪ pavements and surfacing; ▪ site reinstatement; ▪ landscaping; and ▪ installation of permanent road furniture and ancillary works
Council(s)	Palmerston North City Council, Manawātū District Council or Tararua District Council
Cultural and Environmental Design Framework	Te Ahu a Turanga Cultural and Environmental Design Framework dated April 2019 or as subsequently amended in accordance with Condition 16
dB	Decibel
District Plan	Palmerston North City District Plan, Manawātū District Plan or Tararua District Plan
ECR	Environmental compensation ratio

Enabling works	Preliminary activities, including: - pre-construction site investigations (including access for such investigations); - site establishment activities; - site and property access formation; - ecological surveys and any necessary relocations; - any necessary reconfiguration of the Te Āpiti wind farm and other utilities infrastructure; - vegetation removal ancillary to enabling works; - installation of fencing to protect vegetation during construction; and - the establishment of erosion and sediment control measures.
First Gas	First Gas Limited
Frame site(s)	field research measurement sites at Ballantrae Research Station
ha	Hectares
KRH	KiwiRail Holdings Limited
LAeq(24h)	Time-average sound level over a twenty-four-hour period, measured in dB
LAFmax	has the same meaning as the 'maximum A-frequency weighted, F-time weighted sound pressure level' in New Zealand Standard 6801:2008 Acoustics – Measurement of Environmental Sound
m	Metres
Meridian	Meridian Energy Limited
mm/s	Millimetres per second
Northern Alignment	An alignment of the Project that departs, in a northerly direction, from the indicative alignment design (Indicative Alignment Plans A-00 to A-11) between chainages □4200 and □7200.
NZEC 34:2001	New Zealand Electrical Code of Practice for Electrical Safe Distances
NZS	New Zealand Standard
NZTA	New Zealand Transport Agency
PPFs	Protected premises and facilities
Project	Te Ahu a Turanga; Manawātū Tararua Highway Project
Project Iwi Partners	Rangitāne o Manawātū, Rangitāne o Tamaki Nui-ā-Rua, Ngāti Kahungunu ki Tāmaki Nui-ā-Rua, Ngāti Raukawa
QEII Trust	Queen Elizabeth the Second National Trust, also known as the QEII National Trust
Reasonable costs	The costs associated with holding a meeting, being venue hire, refreshments, collateral (plans, agendas, minutes and printing), meeting coordination and meeting facilitation
Requiring Authority	has the same meaning as section 166 of the RMA and, in the case of the Designation is NZTA
Responsible Officer	the Chief Executive Officer of each Council or their nominee; or such other person that has been delegated by one or more Council(s) as a Responsible Officer for the purposes of these Designations
RMA	Resource Management Act 1991
Safe shared path	A sealed, contraflow path for pedestrians and cyclists that is separated from the carriageway
TPR	Transpower New Zealand Limited
Western Car Park	The car park situated at the western end of the old Gorge Road that services the Manawatu Gorge Scenic Reserve

CONSTRUCTION CONDITIONS (COMMON TO ALL)	
General and Administration	
1. General	a) Except as modified by the conditions below, and subject to detailed design and accompanying outline plan(s), the Project must be undertaken in general accordance with the following information provided in 'Te Ahu a Turanga; Manawatū Tararua Highway Project, Notices of Requirement for Designations', dated 31 October 2018: i) Volume 2: Assessment of Effects on the Environment and Supporting Material Parts A to G; ii) Volume 2: Part J, Appendix Three – Preliminary Design Philosophy Report; iii) Volume 2: Part J, Appendix Four – Bridge and Retaining Wall Design Philosophy Report; b) In addition to the matters set out in clause (a), the Project must be undertaken in general accordance with: i) The Cultural and Environmental Design Framework; and ii) The NZTA response (dated 15 January 2019) to the Councils' section 92 request for further information; and iii) the information in respect of the Northern Alignment as follows: A) Land Requirement Plans TAT-2-DG-E-0100-A to TAT-2-DG-E-0108-A dated 14 October 2019; B) Designation Plans TAT-2-DG-E-0110-A to TAT-2-DG-E-0117-A dated 14 October 2019; C) supporting technical addenda attached as Exhibits C to K to the 'Affirmation of Lonnie William D'Wayne Dalzell in Support of Modification to Notice of Requirement' dated 16 October 2019. c) Where there is inconsistency between the documents listed above and the requirements of these conditions, these conditions prevail.
2.	Compliance with outline plan(s) and management plan(s) a) The Project must be undertaken in accordance with any: i) Outline plan(s) that have been produced in accordance with section 176A of the RMA or any amended documents or plans prepared in accordance with condition 9(d); and ii) Management plan(s) required by Conditions 11, 14, 17, 19, 20, 21, 22, 23, 24, 28, 29, 30, 34, PN2, PN3, T1, T2 and T3. Advice Note: The management plans referred to in condition 2(a)(ii) must be included with each outline plan (as relevant); see condition 9.
3.	Ecological Management Plan certification process a) The Ecological Management Plan must be submitted to the Responsible Officer of the respective Council in electronic and hard copy form for certification at least 40 working days prior to the commencement of the works to which the Plan relates. The certification process must be confined to confirming that the Plan adequately gives effect to the relevant condition(s), being conditions 19, 20, 21, 22, 23 and 24. b) Subject to (c), (e) and (f) below, works to which the Ecological Management Plan relates must not commence until the Requiring Authority has received written certification from the Responsible Officer(s). c) If the Requiring Authority has not received a response from the Responsible Officer(s) within 20 working days of the date of submission under (a) above, the management plan must be deemed to be certified. d) If the Responsible Officer(s) response is that that they are not able to certify the Ecological Management Plan they must provide the Requiring Authority with reasons and recommendations for changes to the Plan in writing. The Requiring Authority must consider any reasons and recommendations of the Responsible Officer(s) and resubmit an amended Ecological Management Plan for certification. e) If the Requiring Authority has not received a response from the Responsible Officer(s) within 5 working days of the date of resubmission under (d) above, the Ecological Management Plan must be deemed to be certified. f) If the Responsible Officer(s) response is that that they are still not able to certify the resubmitted Ecological Management Plan then the Requiring Authority must nevertheless include the resubmitted Plan in the Construction Environment Management Plan (Condition 14) and the relevant outline plan (Condition 9), with a g) notation that certification of the Ecological Management Plan has not occurred.
4.	Amendments to certified Ecological Management Plan a) In addition to minor amendments that may be made to a certified Ecological Management Plan under Condition 9(d), the Requiring Authority may at any time submit an

	amended Ecological Management Plan for written certification. b) Prior to submitting an amended Ecological Management Plan for written certification, the Requiring Authority must undertake consultation with the Project Iwi Partners and the Department of Conservation in respect of the amendments to the Ecological Management Plan and demonstrate how the outcomes of that consultation have been taken into account. c) Subject to (d), (f) and (g) below, works to which the amended Ecological Management Plan relate must not proceed until the Requiring Authority has received written certification of the amended Plan from the Responsible Officer(s). d) If the Requiring Authority has not received a response from the Responsible Officer(s) within 10 working days of the date of request under (a) above, the amended Ecological Management Plan must be deemed to be certified. e) If the Responsible Officer(s) response is that they are not able to certify the amended Ecological Management Plan they must provide the Requiring Authority with reasons and recommendations for changes to the Plan in writing. The Requiring Authority must consider the reasons and recommendations and resubmit an amended Ecological Management Plan for certification. f) If the Requiring Authority has not received a response from the Responsible Officer(s) within 5 working days of the date of resubmission under (e) above, the amended Ecological Management Plan must be deemed to be certified. g) If the Responsible Officer(s) response is that they are still not able to certify the resubmitted Ecological Management Plan then the Requiring Authority must include the resubmitted Ecological Management Plan in a further outline plan, with a notation that certification of the amended Ecological Management Plan has not occurred.
5.	Post-construction review of designation width a) As soon as practicable following completion of construction of the Project, the Requiring Authority must: i) Review the width of the area designated for the Project; ii) Identify any areas of designated land that are no longer necessary for the on-going operation or maintenance of the State Highway; or for on-going mitigation, offsetting, or compensation measures required to address adverse effects of the Project; and iii) Give notice to the Council(s) in accordance with section 182 of the RMA that those parts of the designation identified in (ii) above are no longer wanted.
6.	[This condition is intentionally left blank]
7.	Lapse period The designation shall lapse if not given effect to within 10 years from the date on which it is included in a District Plan under section 175 of the RMA.
8.	Outline plan(s) (enabling works) a) An outline plan(s) must be prepared and submitted to the relevant Council in accordance with section 176A of the RMA for enabling works that are not otherwise a permitted activity pursuant to the relevant District Plan (unless the requirement is waived by the Council). b) In addition to the matters required by section 176A(3) of the RMA, the outline plan(s) must, to the extent that those matters are relevant to enabling works, demonstrate how the following are achieved: i) The matters in Condition 9(e) and 24(a); ii) Where relevant, compliance with the following conditions: A) condition PN1: Outline plan – Parahaki Island; B) condition M1: Outline plan – Tararua High Pressure Gas Transmission Pipeline; C) condition M2: Outline plan – Palmerston North to Gisborne Rail Corridor; D) condition T4: Outline plan – QEII National Trust open space covenants. c) The outline plan(s) (enabling works) is not required to include: i) Details of reinstatement of any non-permanent works if that matter will be or is addressed in any Outline Plan(s) (construction works); and ii) The management plans required by Conditions 11, 14, 17, 19, 20, 21, 22, 23, 24, 28, 29, 30, 34, PN2, PN3, T1, T2 and T3.
9	Outline plan(s) (construction works) a) An outline plan(s) must be prepared and submitted to the relevant Council in accordance with section 176A of the RMA. b) The outline plan(s) may be submitted to a territorial authority in relation to all works enabled by the relevant designation or for one or more stages, aspects, sections or locations of works enabled by the designation.

- c) The following must be included in each outline plan(s) as relevant to the particular design or construction matters being addressed:
- i) A Communications Management Plan (Condition 11);
 - ii) A Construction Environmental Management Plan (Condition 14);
 - iii) A Landscape Management Plan (Condition 17);
 - iv) An Ecological Management Plan (Condition 24) which must include:
 - A) a Planting Establishment Management Plan (Condition 19);
 - B) a Lizard Management Plan (Condition 20);
 - C) a Bat Management Plan (Condition 21);
 - D) an Avifauna Management Plan (Condition 22);
 - E) a Terrestrial Invertebrates Management Plan (Condition 23);
 - v) A Construction Noise and Vibration Management Plan (Condition 28);
 - vi) A Construction Traffic Management Plan (Condition 29);
 - vii) A Tangata Whenua Values Monitoring and Management Plan (Condition 30);
 - viii) A Network Integration Plan (Condition 34);
 - ix) A Western Car Park Construction Management Plan (Condition PN2);
 - x) A Western Car Park Reinstatement Management Plan (Condition PN3);
 - xi) A Te Āpiti Wind Farm Management Plan (Condition T1);
 - xii) A National Grid Management Plan (Condition T2);
 - xiii) A Ballantrae Research Station and Fertiliser Trial Management Plan (Condition T3);
 - xiv) Details of reinstatement and remediation works, including temporary and enabling works not covered by any other management plan or condition;
 - xv) The location and design of the shared path (Condition 36);
 - xvi) A Cultural and Environmental Design Framework design review completed in accordance with Condition 16.
- d) The documents and plans referred to in clause (c) above may be amended to provide updated information or reflect changes in design or construction methods without the need for a further outline plan, or the need for further certification under condition 4 where the proposed amendment is provided in writing to the Council(s) at least 10 working days prior to the related works being undertaken and:
- i) The amendment is in general accordance with the outcome described in the original documents or plans (referred to in clause (c)) and previously included in an outline plan(s) or the purpose of the original plan and,
 - ii) in the case of the Ecological Management Plan:
 - A) the proposed amendment to the Ecological Management Plan has no, or a *de minimis* adverse effect on the environment, or is a change that results in an improved environmental outcome; and
 - B) within 5 working days of receiving the proposed amendment to the Ecological Management Plan, the Council(s) has not advised in writing that the amendment must be made under Condition 4 on the basis that the Council(s) considers the amendment is not in general accordance with relevant outcome or purpose in the original Ecological Management Plan, and/or that the amendment would potentially have a greater than *de minimis* adverse effect; or
 - iii) The amendment is required to give effect to an amendment to the Cultural and Environmental Design Framework, other than where Conditions 16(g) and 16(h) applies.
- e) In addition to the matters required by section 176A(3) of the RMA, the outline plan(s) must demonstrate how the following are achieved:
- i) That the maximum length of the following streams (shown on Drawing C-10) permanently disturbed by diversion or other physical modifications is minimised as far as practicable and does not exceed:
 - A) QEII Trust west (stem 7A): 350m in total;
 - B) QEII Trust east (stems 6A, 6B and 6C): 100m in total.
 - ii) That the area of wetlands, indigenous vegetation or habitat removed does not exceed the maximum areas of vegetation or habitat able to be removed provided for in Table 1: Vegetation Removal in Condition 24(a)(i);
 - iii) That in addition to the specific matters addressed in Conditions 34, M1, M2, T1 and T2, the scope, location and timing of works to relocate network utilities and any measures necessary to provide for the identification of, safety and protection of network utilities (in consultation with the network utility operator/Council);
 - iv) That except where Meridian provides written consent, the Project must not result in the removal of more than two turbines from the Te Āpiti wind farm;
 - v) The maintenance of permanent access to existing and relocated network utilities and Te Āpiti wind farm turbines (where the turbines are retained), including reasonable and emergency access during construction of the Project;

	vi) That the design of the new bridge over the Manawatū River includes a shared pathway required by Condition 36 that also connects to the Manawatū Gorge Scenic Reserve (on the northern bank of the Manawatū River), subject to land availability; vii) Where relevant, compliance with the following conditions: A) Condition PN1: Outline plan – Parahaki Island; B) Condition M1: Outline plan – Tararua High Pressure Gas Transmission Pipeline; C) Condition M2: Outline plan – Palmerston North to Gisborne Rail Corridor; D) Condition T4: Outline plan – QEII National Trust open space covenants.
Engagement and Participation	
10.	Community Liaison Person a) As soon as practicable, a Community Liaison Person must be appointed by the Requiring Authority as the main and readily accessible point of contact for persons affected by enabling or construction works for the duration of the enabling or construction phase of the Project. b) The Community Liaison Person is to be available by telephone during reasonable hours per day (for example, 6am to 10pm), seven days per week, determined in consultation with the Community Liaison Group. c) If the Community Liaison Person is not available for any reason, an alternative person must be nominated. d) The Requiring Authority must take appropriate steps to advise the Community Liaison Person's name, telephone and email contact details, so that all members of the community can access the contact details.
11.	Communications Management Plan a) As soon as practicable, and prior to the commencement of construction work activities, the Requiring Authority must prepare a Communications Management Plan that sets out procedures detailing how the public, stakeholders and residents will be communicated with throughout the enabling or construction work activities. b) The objective of the Communications Management Plan shall be to ensure that potentially affected parties are communicated with about ongoing design and enabling or construction management activities. c) As a minimum, the Communications Management Plan must include: i) Details of the Community Liaison Person (Condition 10), including the ways in which their contact details will be found, such as on the Project website and at site access points. ii) A list of stakeholders, organisations, businesses and residents who will be communicated with. iii) Topics of communication, including but not limited to: A) proposed hours of enabling or construction work activities where these are outside of normal working hours or on weekends or public holidays, including night-time heavy vehicle movements; B) proposed routes for enabling or construction vehicles, including the total number of vehicles, proportion of heavy vehicles and the times of day these routes will be used; C) methods to deal with concerns raised; D) methods to provide early notification to businesses of enabling or construction work activities, particularly any such activities that will or may impact on Saddle Road (and use of Saddle Road for traffic); E) methods to communicate on any temporary traffic management measures, including disruption of, or changes to, pedestrian and cycling routes and the reinstatement of those routes disrupted by closure of State Highway 3 through Manawatū Gorge (such as the Saddle Road/Pahatua cycleway route); F) methods to communicate on any disruption of, or changes to, access to the Manawatū Gorge Scenic Reserve walkways (and/or the Western Car Park during enabling or construction works); G) general conceptual design matters including but not limited to landscaping, rest areas, viewing points, and the shared path; H) progress of any enabling or construction works in comparison to key project milestones and completion dates; and I) details of communication activities proposed including: 1. details of a Project website for providing information to the public, publication of newsletters (or similar), and proposed newsletter delivery areas; 2. information days, open days or other mechanisms to facilitate community engagement; 3. newspaper advertising; and

	4. notification and consultation with road user groups, business owners and operators and individual property owners and occupiers with premises/dwellings within 100 metres of active enabling or construction works activities, and for all businesses, pre-schools and schools in Woodville and Ashhurst.
12.	Community Liaison Group a) As soon as practicable, but no later than 30 working days prior to the completion of either a Construction Environment Management Plan (Condition 14) or a Western Car Park Construction Management Plan (Condition PN2) the Requiring Authority must establish a Community Liaison Group to allow sufficient opportunity for consultation. b) The purpose of the Community Liaison Group is to: - enable the Requiring Authority to share information and, except for B), provide opportunity for the Community Liaison Group to comment on: - detailed design, including planned landscaping, mitigation works (including offset, compensation and replacement planting) and enabling or construction works environmental management (particularly construction traffic); - key project milestones; - rest areas or viewing points that are integrated with the Project; - opportunities to integrate the Project design with public access / walkway opportunities including to areas such as the Manawatū Gorge; - provision of pedestrian access across the new Manawatū River bridge to provide views to the Manawatū Gorge; - the design of the walking and cycling facilities required by Conditions 35, 36, 37 and 38; - the Landscape Management Plan, the Construction Traffic Management Plan and the Western Car Park Reinstatement Management Plan; - report on and respond to concerns and issues raised in relation to enabling or construction works, particularly in respect of the existing local roads such as Saddle Road and Pahatua Track; and - provide a forum to assist the Requiring Authority to monitor any effects on the community arising from enabling or construction works. c) The Community Liaison Group, once established, must hold meetings at least once every three months throughout the enabling and construction works period and up to twelve months following completion of construction works so that on-going monitoring information can be shared, discussed and responded to (noting that the Group may decide to meet less frequently or may be discontinued earlier at the agreement of the majority of non-Project participants, that is the majority of members not including the Project Liaison Person, Requiring Authority representatives and the enabling or construction works contractor). d) In addition to the Project Liaison Person and representatives of the Requiring Authority and the enabling or construction works contractor, the Requiring Authority will invite representatives of the following entities (at least) to be members of the Community Liaison Group: - Ashhurst community (at least 3) and Woodville community (at least 3), Dannevirke (1), Palmerston North (1) – noting for accessibility it may be appropriate for the groups to meet separately in Woodville and Ashhurst; - Local schools, including Ashhurst School, Te Kohanga Reo o Atawhai, Woodville School, and Learning Adventures; - The Councils; - The Manawatū Whanganui Regional Council; - The Department of Conservation; - Project Iwi Partners; - Mr Tom Shannon; - Manawatū River Source to Sea; and - Road user group representatives, including accessibility, cycling and walking group representatives. e) The Requiring Authority must prepare an agenda and record minutes for each meeting. f) The Requiring Authority must maintain a record of issues raised by the Community Liaison Group and the Requiring Authority's response to those issues (including reasons in circumstances where no action is taken). g) The Requiring Authority must meet all reasonable costs associated with resourcing the Community Liaison Group

13.	Complaints management a) At all times during enabling or construction works, the Requiring Authority must maintain a permanent register of any public or stakeholder complaints received in relation to adverse effects of the enabling or construction works for the Project. b) The register must include: i) The name and contact details (if supplied) of the complainant; ii) The nature and details of the complaint; iii) Location, date and time of the complaint and the alleged event giving rise to the complaint; iv) The weather conditions at the time of the complaint (as far as practicable), including wind direction; v) Other activities in the area, unrelated to the Project, that may have contributed to the complaint; vi) The outcome of the Requiring Authority's investigation into the complaint; and vii) A description of any measures taken to respond to the complaint. c) The Requiring Authority must respond to the complainant as soon as reasonably practicable, as appropriate to the urgency of the circumstances, and within 10 working days at the latest.
Construction Management	
14.	b) The objective of the Construction Environmental Management Plan is to set out measures that must be implemented to comply with the designation conditions to appropriately remedy or mitigate any adverse effects of construction work activities and, in the case of the Ecological Management Plan, enabling works. c) The Construction Environmental Management Plan must accompany any relevant outline plan prepared in accordance with Condition 9 and also include the following suite of management plans where they address works that are the subject of the outline plan(s): i) Communications Management Plan in accordance with Condition 11; ii) Landscape Management Plan prepared in accordance with Condition 17; iii) Ecological Management Plan prepared in accordance with Condition 24; iv) Construction Noise and Vibration Management Plan prepared in accordance with Condition 28; v) Construction Traffic Management Plan prepared in accordance with Condition 29; vi) Tangata Whenua Values Monitoring and Management Plan prepared in accordance with Condition 30; vii) Western Car Park Construction Management Plan prepared in accordance with Condition PN2; and viii) Western Car Park Reinstatement Management Plan prepared in accordance with Condition PN3. d) The Construction Environmental Management Plan must include (as a minimum): i) the roles and responsibilities of staff and contractors; ii) The environmental outcomes anticipated by: A) the Requiring Authority's 'Environmental and Social Responsibility Policy' (2011) and relevant regional and district plan rules and associated performance standards and conditions (including those imposed by other authorisations or permissions), B) the Cultural and Environmental Design Framework; and C) relevant performance standards and conditions of the designation. iii) A description of the Project including: A) the enabling and construction works programmes and staging approach; B) enabling and construction works methodologies; C) a detailed site layout; D) the design and management specifications for all earthworks on-site, including disposal sites and their location; E) the design of temporary lighting for enabling and construction works and construction support areas; F) the approach to the management of enabling and construction works waste, taking into account the waste management hierarchy to reduce, re-use, recycle and recover, along with responsible disposal of residual waste; iv) a description of training requirements for all site personnel (including employees, sub-contractors and visitors); v) environmental incident and emergency management procedures; vi) environmental complaints management measures; vii) compliance monitoring, environmental reporting and environmental auditing, including a requirement to provide the results or outcomes of monitoring, reporting and auditing to the Responsible Officer(s);

	viii) the details for emergency contact personnel who must be contactable 24 hours, 7 days a week; ix) site security arrangements; x) an accidental discovery protocol, where required by and in accordance with Condition 31; xi) a requirement for a copy of the Construction Environmental Management Plan to be held at all site offices; xii) methods for amending, augmenting and updating the Construction Environmental Management Plan; and a) The Construction Environmental Management Plan must be updated to incorporate any requirements of Regional Council resource consents.
15.	Erosion and sediment control measures a) All erosion and sediment control measures must be designed, constructed and maintained in accordance with Auckland Council GD05 "<i>Erosion and Sediment Control Guide for Land Disturbing Activities in the Auckland Region</i>", June 2016 (GDO5) or any subsequent revisions of that document unless: i) land disturbance and associated discharges are permitted by a rule(s) in the One Plan; or ii) the erosion and sediment control measures for the Project are designed, constructed and maintained in accordance with resource consent(s) granted by the Manawātū Whanganui Regional Council.
Landscape, Visual Amenity and Natural Character	
16.	Cultural and Environmental Design Framework a) The detailed design of the Project must achieve the corridor design principles and emerging design outcomes contained in the Cultural and Environmental Design Framework. b) 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 compliance with (a) through the completion of the 'design review template' (attached as Appendix B to the Cultural and Environmental Design Framework). c) Subject to (d) below, the Cultural and Environmental Design Framework may be amended to take into account the outcomes of consultation with Project Iwi Partners, the Department of Conservation, the Councils, the Manawatu-Whanganui Regional Council, the QEII National Trust, the Te Āpiti Manawatu Gorge Governance Group, the Community Liaison Group, affected network utility providers, Meridian, and AgResearch. d) Sections 1.5 'Iwi Crown Partnership and Treaty of Waitangi Settlements'; 2.1 'Tangata Whenua Principles'; Appendix A.2 'Cultural Values and Narratives'; and Appendix A.3 'Sites of Significance to Tangata Whenua' of the Cultural and Environmental Design Framework may be amended, including to incorporate outcomes of cultural management and monitoring activities undertaken in accordance with Tangata Whenua Values Monitoring and Management Plan required by Condition 30, if the amendment: i) is an agreed outcome of consultation with Project Iwi Partners; and ii) does not delete content of the Cultural and Environmental Design Framework. e) In the event that agreement to amend the Cultural and Environmental Design Framework as provided in (d)(i) above is not obtained with the Project Iwi Partner(s) then the April 2019 version of the Cultural and Environmental Design Framework applies. f) If the Cultural and Environmental Design Framework is amended in accordance with (c) or (d) above, a copy of the amended Cultural and Environmental Design Framework must be provided to the Responsible Officer of each Council. g) If an amendment to the Cultural and Environmental Design Framework requires a consequential amendment to a certified Ecological Management Plan, then an amended Ecological Management Plan must either: i) be submitted for certification in accordance with Condition 4; or ii) be made in accordance with the process set out in Condition 9(d). h) If an amendment to the Cultural and Environmental Design Framework would materially affect the content of an outline plan, then an amended outline plan must be submitted to the relevant Council in accordance with Condition 9.

17.	Landscape Management Plan a) The objective of the Landscape Management Plan is to address the potential adverse effects of the Project on landscape, visual amenity and natural character values by describing the integration of the Project's permanent works into the surrounding landscape and establishing the requirements for landscape mitigation works and to ensure that planting is completed as soon as is reasonably practicable following the completion of each stage of, or discrete location of, construction works. b) The Landscape Management Plan forms part of the Construction Environmental Management Plan required by Condition 14 and must: - be prepared by an independent, suitably qualified and experienced person; - have particular regard to the outcomes of consultation with landowners within the Designation, the Project Iwi Partners the Department of Conservation, the Council(s), the Manawatū-Whanganui Regional Council, the QEII National Trust, the Te Āpiti Manawatū Gorge Governance Group, the Community Liaison Group, Meridian, and Manawatū River Source to Sea; - As a minimum, the Landscape Management Plan must: - describe how permanent works, such as earthworks areas, are integrated into the surrounding landscape and topography, including (but not limited to) the restoration of areas used for temporary work and enabling or construction works yards and the opportunity for the permanent exposure of valuable geological profiles to provide geosites; - describe and map indigenous vegetation that is to be retained (consistent with vegetation mapping undertaken as part of the Planting Establishment Management Plan required by Condition 19(d)(iii) and any proposed new landscape and visual amenity plantings; - require any proposed new landscape or visual amenity planting to be undertaken as soon as is reasonably practicable following the completion of works and in accordance with the Planting Establishment Management Plan required by Condition 19; c) describe proposed planting at 75 Hope Road, developed in consultation with the owners of 75 Hope Road, to screen views of the new road; d) demonstrate the integration of: - works and planting required by the Landscape Management Plan with any replacement, offset or compensation planting and measures required by Conditions 19 and 24; - the planting of stream riparian and wetland margins to restore natural character values.
Terrestrial Ecology	
18.	[This condition is intentionally left blank]
19.	Planting Establishment Management Plan a) The Planting Establishment Management Plan covers the establishment of planting and (where required) the on-going legal protection of that planting. Planting required by Conditions of this designation must: - When required by Condition 24, not be located within a portion of the Te Āpiti wind farm indicated by property reference numbers 8, 9, 10, 11, and 12 on Land Requirement Plans TAT-2-DG-E-0100-A to TAT-2-DG-E-0108-A dated 14 October 2019 except where: - Meridian provides the Requiring Authority with its written consent to such planting; or - The planting is for the restoration of areas subject to QEII Trust open space covenants at 31 October 2018 and shown on Plan C-06 dated October 2018 (where the planting is in a similar location as exists on 31 October 2018 and Meridian and the QEII Trust are consulted in respect of the species proposed to be planted); - When required by the Landscape Management Plan within a portion of the Te Āpiti wind farm indicated by property reference numbers 8, 9, 10, 11, and 12 on Land Requirement Plans TAT-2-DG-E-0100-A to TAT-2-DG-E-0108-A dated 14 October 2019 must: - be within the Designation boundary; and - not exceed a height of 1.5 metres at maturity except where: - the planting is for the restoration of areas subject to QEII Trust open space covenants at 31 October 2018 and shown on Plan C-06 dated October 2018 (where the planting is in a similar location as exists on 31 October 2018 and Meridian is consulted in respect of the species proposed to be planted); or - the requirements of clauses A) or B) are not met and Meridian provides the Requiring Authority with its written consent to such planting; or - the planting is within areas of existing vegetation habitat types that are

	expected to grow higher than 1.5m. iii) Be completed within the three planting seasons following the completion of construction works, except where succession planting is being undertaken in accordance with the Planting Establishment Management Plan; iv) Be undertaken with plants eco-sourced from the Manawatū Gorge Ecological Region, where reasonably available, or be locally extinct species introduced for cultural or genetic reasons; v) Be protected from livestock grazing by fencing or other physical works; vi) Over a 5-year period, include the replacement of plants that fail to establish; vii) in respect of planting required by Condition 24(a), achieve 80% canopy cover and, in the period until this canopy cover is achieved, manage possums and rats to achieve and maintain a 5% or better residual trap catch/tracking index score (or equivalent monitoring method); viii) not include kōwhai, tawa, harakeke, rimu, kahikatea, mātai planted within 20 metres of the formed carriageway of the new road; b) Planting required by condition 24, or the conditions of any regional resource consents granted for the Project, must be legally protected in perpetuity; c) The objective of the Planting Establishment Management Plan is to ensure that any planting required by Conditions of this Designation is undertaken in a manner that achieves the standards set out in clause (a) and (b) above and the outcomes required by Conditions 17 and 24. d) The Planting Establishment Management Plan forms part of the Ecological Management Plan required by Condition 24 and must: i) Be prepared by an independent, suitably qualified and experienced expert or experts (which must include a terrestrial ecologist and may include other experts such as an arborist or landscape architect) in consultation with the Department of Conservation and the Project Iwi Partners; ii) Take into account the outcomes of that consultation with the Department of Conservation and the Project Iwi Partners; iii) Identify areas (including legal boundaries) where planting is to occur including: A) where planting is to be staged with reference to the construction works programme; and B) canopy gap planting in retired areas and any areas of edge buffer planting; C) areas for planting required by Conditions 17 and 24; iv) Describe where the plants will be eco-sourced from (including species genetic source and propagation methodology); v) Describe plant species mixes; plant spacing, density and layout; plant size (at time of planting); and planting methods (including ground preparation, mulching and trials); vi) Describe fencing, stock exclusion, or any other physical works necessary to protect planted areas from livestock; vii) Describe the legal arrangements (land purchase, covenanting or similar registered title instrument) to be entered into in order to ensure the planted areas are retained in perpetuity; viii) Include a plant pest management programme that as a minimum targets species that threaten new or replacement plantings, forest regeneration, wetland restoration, forest succession, and the regeneration of any retirement areas; ix) Include an animal pest management programme to manage possums and rats to achieve and maintain a 5% or better residual trap catch/tracking index score (or equivalent monitoring method); x) Describe the ongoing maintenance and management of planted areas, including a requirement that over a 5-year period plants that fail to establish are replaced; and, in the case of planting required under Condition 24, until 80% canopy cover is achieved; xi) Describe how the potential for bird strike from vehicles using the road will be reduced through plant species selection in proximity of the new road; xii) Include a species list for divaricating shrubland replacement planting that has a high representation of the indigenous plant genera/species <i>Coprosma rhamnoides</i>, <i>Melicytus</i>, <i>Olearia virgata</i>, <i>Olearia solandri</i>, <i>Muehlenbeckia</i>, <i>Parsonsia</i> and <i>Rubus</i>, (subject to the reasonable availability of those genera/species). Advice Note: Additional requirements for the Planting Establishment Management Plan may be contained in regional consents necessary to provide for the construction of the Project
20.	Lizard Management Plan a) The objective of the Lizard Management Plan is to achieve the standards set out in Condition 24(a) and to avoid, remedy or mitigate the potential adverse effects of the

	Project on lizards. b) The Lizard Management Plan forms part of the Ecological Management Plan required by Condition 24 and must: i) Be prepared by an independent, suitably qualified and experienced ecologist in consultation with the Department of Conservation and the Project Iwi Partners; ii) Take into account the outcomes of any consultation with the Project Iwi Partners and the Department of Conservation; iii) Describe the methodology for survey, salvage, transfer and release, including the identification of potential habitats for survey and planned and opportunistic relocations iv) Identify release sites that can support additional released individuals (which may include, if suitable, the Manawatū Gorge Scenic Reserve, subject to permission being granted by the Department of Conservation) and confirm any works necessary to protect such sites from predation or disturbance (when the sites are not in the Manawatū Gorge Scenic Reserve); and v) Be updated to achieve consistency with any authorisation given by the Director-General of Conservation under section 53 of the Wildlife Act 1953 where any such authorisation is required.
21.	Bat Management Plan a) The objective of the Bat Management Plan is to achieve the standards set out in Condition 24(a) and to avoid, remedy or mitigate the potential adverse effects of the Project on bats. b) The Bat Management Plan forms part of the Ecological Management Plan required by Condition 24 and must: i) Be prepared by an independent, suitably qualified and experienced ecologist in consultation with the Department of Conservation and the Project Iwi Partners; ii) Include procedures for the removal of any bat roosts (including measures to retain and monitor any active roosting site) identified in the Designation; iii) Where necessary, set out an approach to habitat replacement and pest control; and iv) Be updated to achieve consistency with any authorisation given by the Director-General of Conservation under section 53 of the Wildlife Act 1953 where any such authorisation is required. Advice Note: <i>Additional requirements for the Bat Management Plan may be contained in regional consents necessary to provide for the construction of the Project.</i>
22.	Avifauna Management Plan a) The objective of the Avifauna Management Plan is to achieve the standards set out in Condition 24(a) and to avoid, remedy or mitigate the potential adverse effects of the Project on avifauna. b) The Avifauna Management Plan forms part of the Ecological Management Plan required by Condition 24 and must: i) Be prepared by an independent, suitably qualified and experienced ecologist in consultation with the Department of Conservation and the Project Iwi Partners; ii) In the Manawatū River riverbed: A) describe the measures necessary (prior to the July to March breeding season) to deter black-fronted dotterels and banded dotterels from nesting; B) set out the methodology for a pre-construction survey to identify any nesting dotterels; C) if nesting dotterels are present, in accordance with the NZTA's 'Guidance in relation to New Zealand dotterels on NZTA land' dated November 2012: 1. require the establishment an exclusion area around the nesting area within which works may not be undertaken until nesting activities are completed; and 2. provide for the relocation (by driving away under the supervision of an suitably qualified and experienced person) of the dotterels that are not actively nesting; iii) For any vegetation clearance between the months of September and January in potential whitehead nesting habitats: A) set out the methodology for a pre-construction survey to identify any nesting whiteheads; B) if nesting whiteheads are present, require the establishment of an exclusion area around the tree containing the nest and immediately adjacent trees within which works may not be undertaken until nesting activities are completed. iv) For any clearance of old-growth forest or secondary broadleaved forests occurring between the months of September and December (inclusive): A) set out a methodology for a pre-construction survey to identify any indigenous nesting birds protected by the Wildlife Act 1953; and B) if indigenous nesting birds protected by the Wildlife Act 1953 are present, require the establishment of an exclusion area around the nesting area within which works may

	not be undertaken until nesting activities are completed and all chicks have fledged. v) For any clearance or mowing of rank grass between the months of August and March: A) set out the methodology for a pre-construction survey to identify any nesting pipit; B) if nesting pipit are present, require the establishment of an exclusion area around the nesting area within which works may not be undertaken until nesting activities are completed. vi) Prior to any works occurring in the raupo dominated seepage wetlands, as shown on Designation Plan TAT- 2-DG-E-0111-A dated 14 October 2019: A) set out the methodology for a pre-construction survey for cryptic bird species; B) if nesting cryptic bird species are present, require the establishment of an exclusion area around the nesting area within which works may not be undertaken until nesting activities are completed. vii) Minimise disturbance as far as is practicable to the freshwater ponds located between CH9200 and CH9600 in order to maintain possible habitat for Australian coot and New Zealand dabchick. viii) Be updated to achieve consistency with any authorisation given by the Director-General of Conservation under section 53 of the Wildlife Act 1953 where any such authorisation is required. Advice Note: Additional requirements for the Avifauna Management Plan may be contained in regional consents necessary to provide for the construction of the Project
23.	Terrestrial Invertebrate Management Plan a) The objective of the Terrestrial Invertebrate Management Plan is to achieve the standards set out in Condition 24(a) and to avoid, remedy or mitigate the potential adverse effects of the Project on At-Risk or Threatened terrestrial invertebrates. b) The Terrestrial Invertebrate Management Plan forms part of the Ecological Management Plan required by Condition 24 and must: i) Be prepared by an independent, suitably qualified and experienced ecologist in consultation with the Department of Conservation and the Project Iwi Partners; ii) Require, prior to the commencement of construction works, pre-construction surveys to determine: A) invertebrate community composition; B) the presence of 'At Risk' or 'Threatened' taxa (as defined by the Department of Conservation's New Zealand Threat Classification System). iii) Inform any mitigation monitoring and any offsetting or compensation proposed under Condition 24(b) or 24(c); iv) Define the timing and locations of surveys intended to identify the presence of At-Risk or Threatened terrestrial invertebrates (including periods between August and December for <i>Meterana exqu Coast</i>; periods between April and June for <i>Meterana grandiosa</i>; and shrubland habitats that may support these species); v) Set out the appropriate levels of taxonomic resolution and/or community composition indices to be applied if At-Risk or Threatened terrestrial invertebrates are identified; vi) Where the pre-construction surveys detect the presence of 'At-Risk' or 'Threatened' taxa: A) identify the vegetation or habitats that should be avoided in the first instance; B) outline the optimal timing of vegetation clearance based on the 'At-Risk' or 'Threatened' taxa present; C) where appropriate, describe the methods of direct invertebrate management; D) identify areas where measures to manage enabling or construction works activities apply; E) set out approaches to the restoration of invertebrate taxa/community composition in planting and retirement areas required by Condition 24, including but not limited to: 1. wood disk stepping stones and long grass or shrubland corridors; 2. the salvage and transfer of soils, coarse woody material or debris and leaf litter; and 3. detailed measures to create and/or restore habitats for populations of 'At-Risk' or 'Threatened' taxa impacted by the Project; 4. monitoring protocol for populations of 'At-Risk' or 'Threatened' taxa impacted by the Project, where monitoring forms part of the measures determined by Condition 24(b); and 5. biosecurity measures required in carrying out these activities.

	Advice Note: Additional requirements for the Terrestrial Invertebrate Management Plan may be contained in regional consents necessary to provide for the construction of the Project.																																		
24.	Ecology, Ecological Management Plan and offset and/or compensation measures a) The following standards apply in respect of terrestrial ecology (and natural character in respect of clause (v)): i) The area of wetlands, indigenous vegetation or habitats removed must not exceed the maximum areas provided for in Table 1: Vegetation Removal, except that the maximum area of exotic dominated wetlands able to be removed must be updated to take into account any additional exotic dominated wetlands identified in pre-construction surveys undertaken by the Requiring Authority; Table 1: Vegetation Removal <table> <tr> <th>Ecosystem type</th><th>Maximum area of vegetation or habitat able to be removed (ha)</th></tr> <tr> <td>Secondary broadleaved forests with old-growth signatures</td><td>2.39</td></tr> <tr> <td>Old-growth treelands</td><td>0.26</td></tr> <tr> <td>Kānuka forests (CH4000 – 4400)</td><td>1.00</td></tr> <tr> <td>Kānuka forests (elsewhere)</td><td>0.59</td></tr> <tr> <td>Advanced secondary broadleaved forests (CH5600 -5800)</td><td>0.09</td></tr> <tr> <td>Advanced secondary broadleaved forests (elsewhere)</td><td>0.41</td></tr> <tr> <td>Secondary broadleaved forests and scrublands (CH6100 – 6400)</td><td>0.03</td></tr> <tr> <td>Secondary broadleaved forests and scrublands (elsewhere)</td><td>14.12</td></tr> <tr> <td>Mānuka and kānuka shrublands (CH6100 – 6400)</td><td>0</td></tr> <tr> <td>Mānuka and kānuka shrublands (elsewhere)</td><td>3.63</td></tr> <tr> <td>Divaricating shrublands</td><td>0.33</td></tr> <tr> <td>Old-growth forests (alluvial)</td><td>0.15</td></tr> <tr> <td>Old-growth forests (hill country)</td><td>0.86</td></tr> <tr> <td>Raupō dominated seepage wetlands (high value)</td><td>0.13</td></tr> <tr> <td>Indigenous-dominated seepage wetlands (moderate value)</td><td>1.12</td></tr> <tr> <td>Exotic-dominated wetlands (low value)</td><td>2.74</td></tr> </table> ii) Swamp maire must be planted at the following rates: A) 100 swamp maire trees for any existing swamp maire tree affected by more than 10% of live growth pruning as determined by an independent, suitably qualified and experienced arborist; B) 200 swamp maire trees for any existing swamp maire tree that dies as a result of enabling or construction works activities, as determined by an independent, suitably qualified and experienced arborist; iii) Where any ramarama greater than 15 centimetres tall is removed as a result of enabling or construction works activities, replacement planting of ramarama must be undertaken at a rate of 1:100; iv) Planting must be provided in order to mitigate edge effects associated with indigenous vegetation removal; v) That the maximum length of the following streams (shown on Drawing C-10) permanently disturbed by diversion or other physical modifications is minimised as far as practicable and does not exceed: A) QEII Trust west (stem 7A): 350m in total; B) QEII Trust east (stems 6A, 6B and 6C): 100m in total; vi) Pre-construction surveys must be undertaken in the relevant habitats to detect the presence of: A) lizards; B) At Risk or Threatened terrestrial invertebrates; C) cryptic bird species; D) nesting dotterels, pipit and whiteheads E) indigenous nesting bird species that are protected by the Wildlife Act 1953 and are in old-growth forest or secondary broadleaved forest that is to be cleared between the months of September and December;	Ecosystem type	Maximum area of vegetation or habitat able to be removed (ha)	Secondary broadleaved forests with old-growth signatures	2.39	Old-growth treelands	0.26	Kānuka forests (CH4000 – 4400)	1.00	Kānuka forests (elsewhere)	0.59	Advanced secondary broadleaved forests (CH5600 -5800)	0.09	Advanced secondary broadleaved forests (elsewhere)	0.41	Secondary broadleaved forests and scrublands (CH6100 – 6400)	0.03	Secondary broadleaved forests and scrublands (elsewhere)	14.12	Mānuka and kānuka shrublands (CH6100 – 6400)	0	Mānuka and kānuka shrublands (elsewhere)	3.63	Divaricating shrublands	0.33	Old-growth forests (alluvial)	0.15	Old-growth forests (hill country)	0.86	Raupō dominated seepage wetlands (high value)	0.13	Indigenous-dominated seepage wetlands (moderate value)	1.12	Exotic-dominated wetlands (low value)	2.74
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	The pre-construction surveys required by C) to E) above must be undertaken within 2 working days before the relevant proposed habitat clearance works; vii) Any bat roosting site that is discovered must be retained when active; viii) Lizards discovered, including through pre-construction surveys of lizard habitats, must be salvaged and released to an identified release site; ix) Active nesting sites of bird species identified by the pre-construction surveys required by clause (a)(vi) above, or active nesting sites of the species listed in clause (a)(vi)(C) and (D) that are identified during construction works, must not be disturbed and must be protected by the establishment of an exclusion area within which works cannot be undertaken; x) Within the areas subject to the QEII Trust open space covenants (shown on Plan C-06 dated October 2018) that are within the Designation: A) a pre-construction baseline survey of pest plants must be undertaken; and B) all new pest plants must be controlled both during construction and for five years following the completion of construction works to the same level or better than found in the pre-construction baseline survey; xi) Where more than minor adverse effects on indigenous biological diversity are not reasonably avoided, remedied or mitigated, they are offset and, if they cannot be offset, they are compensated to result in a net indigenous biological diversity gain. The offset and compensation measures must be described in the Ecological Management Plan in accordance with clause (d) and (e) including in respect of effects of enabling works on indigenous biological diversity and wetlands. b) The Requiring Authority must confirm to the Responsible Officer(s) prior to the commencement of construction that it has secured the legal agreements and/or other authorisations necessary to carry out, continue and maintain, as required, all the measures provided for in the Ecological Management Plan. c) The Objective of the Ecological Management Plan is to achieve the standards set out in clause (a) and address the potential adverse effects of the Project on ecological and biodiversity values. d) The Ecological Management Plan must be certified in accordance with Condition 3 and form part of the Construction Environmental Management Plan required by Condition 14. It must: i) Be prepared by an independent, suitably qualified and experienced ecologist(s); ii) As a minimum: A) summarise the terrestrial ecology and biodiversity values and effects of the Project; B) take into account the outcomes of any consultation with the Project Iwi Partners, the Department of Conservation, the Te Āpiti Manawatū Gorge Governance Group and any other party having a direct interest in the land subject to any replacement, offset or compensation planting required; C) include the Planting Establishment, Bat, Lizard, Avifauna, and Terrestrial Invertebrate Management Plans required by Conditions 19, 20, 21, 22 and 23; D) detail how vegetation to be removed will be identified on site; E) set out site staff induction procedures in respect of ecological requirements, including measures to prevent the introduction of pest plants and pest animals; F) consider opportunities for: - the reuse of natural materials and felled trees by the Project Iwi Partners; and - community participation in planting; G) provide for the salvage and transfer of soils, coarse woody material or debris and leaf litter for use in areas of replacement and retirement planting; H) confirm the location of any areas to be retired from grazing. e) The Requiring Authority must, in consultation with the Project Iwi Partners, the QEII National Trust (where relevant to the management of existing or proposed open space covenants) and the Department of Conservation describe in the Ecological Management Plan the extent of any offsetting or compensation necessary to achieve a net indigenous biological diversity gain (including in respect of residual adverse effects of enabling works) with reference to: - the direction given by the relevant provisions of Policy RP-ECO-P2 of the One Plan; - the conditions of any regional resource consents granted for the Project; 'Biodiversity Offsetting under the Resource Management Act: A guidance document', published by Local Government New Zealand in September 2018; f) Where offsetting or compensation is necessary, and requires measures additional to those required by these conditions, this may include (but not be limited to): - the retirement of areas (where available) within the areas shown for this purpose in Appendix C to the Statement of Evidence of Dr Forbes dated 8 March 2019,
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	provided additionality can be achieved in those areas; ii) the retirement of additional areas in an alternative location, offset or compensation planting and/or additional pest management measures; iii) funding provided to the Manawatū Gorge Governance Group to undertake activities described in the 'Te Āpiti – Manawatū Gorge Biodiversity Management Plan' dated 8 August 2017 including, but not limited to, items that are consistent with the section 4 of that Plan and the following items listed in section 6.1 of that Plan: A) weed and animal pest survey and planning; B) weed control; C) animal control; D) monitoring and reporting; E) biodiversity enhancement; F) landscape level linkages. iv) the use of restoration planting techniques to: A) improve native species diversity; B) mimic native succession; C) accelerate succession; D) achieve self-sustaining, successional native ecosystems; and/or E) restore ecological linkages, buffers and corridors. g) The required offsetting or compensation activities must be managed, where appropriate, in accordance with the management framework set out in the Ecological Management Plan. h) The Requiring Authority must not submit a finalised Ecological Management Plan for certification under Condition 3, or as part of an Outline Plan under Condition 9, until regional resource consents necessary to provide for the construction of Project have been granted and are beyond challenge (in respect of ecological matters).
25.	At risk or threatened flora and fauna discovery protocol a) In the event of discovery or any 'At-Risk' or 'Threatened' flora or fauna (as defined by the Department of Conservation's New Zealand Threat Classification System) within the Designation that is not specifically addressed by Conditions 20, 21, 22, 23 or 24, the Requiring Authority must determine a course of action: i) Based on the advice of an independent, suitably qualified and experienced ecologist; ii) With reference to the Ecological Management Plan framework; and iii) Taking into account the outcomes of any consultation the Project Iwi Partners and the Department of Conservation. b) The Requiring Authority must provide written advice to the Responsible Officer(s) setting out the course of action determined in accordance with clause (a).

Construction Noise and Vibration

26. Limits and assessment – construction noise

All construction works must be designed and conducted to ensure that, as far as practicable, construction noise does not exceed the limits in Table 2. Sound levels must be measured and assessed in accordance with NZS 6803:1999 Acoustics – Construction noise as follows (at occupied dwellings).

Table 2: 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

27. Limits and assessment – construction vibration

- a) Construction vibration must, as far as practicable, comply with the criteria in Table 3, where:
- Measurement is in accordance with ISO 4866:2010 *Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures*; and
 - 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 3: Vibration Criteria

Receiver	Location	Details	Category A PPV	Category B PPV
Occupied PPFs	Inside the building	Night 2000h to 0630h Day 0630h to 2000h	0.3 mm/s 1 mm/s	1 mm/s 5 mm/s
Other occupied buildings	Inside the building	Day 0630h to 2000h	2 mm/s	5 mm/s
Unoccupied buildings	Building foundation	Vibration transient Vibration continuous	5 mm/s	BS 5228-2 Table B 2 50% of BS 5228-2 Table B 2

- b) The Category A construction vibration criteria in the table above must be complied with as far as practicable. If measured or predicted vibration from construction activities exceeds the Category A criteria, an independent, suitably qualified and experienced person must assess and manage construction vibration during those activities. If measured or predicted vibration from construction activities exceeds the Category B criteria those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated by an independent, suitably qualified and experienced person.

28. Construction Noise and Vibration Management Plan

- As soon as practicable, and prior to the commencement of construction works activities, the Requiring Authority must prepare a Construction Noise and Vibration Management Plan.
- The Construction Noise and Vibration Management Plan forms part of the Construction Environmental Management Plan required by Condition 14.
- The objective of the Construction Noise and Vibration Management Plan is to demonstrate how compliance with the criteria in Conditions 26 and 27 will be achieved for the duration of construction of the Project.

	d) The Construction Noise and Vibration Management Plan must: i) Be prepared by an independent, suitably qualified and experienced person and in general accordance with the requirements of Annex E2 of NZS 6803:1999; ii) Include, as a minimum: A) a description of the likely construction noise and vibration emissions; B) a description of the construction work, anticipated equipment and processes and their scheduled durations; C) a description of noise or vibration suppression devices to be used on equipment or processes; D) the hours of operation, including times and days when activities causing noise and/or vibration would occur; E) the construction noise and vibration criteria for the Project; F) identification of affected houses and other sensitive locations where noise and vibration criteria apply; G) methods and frequency for monitoring and reporting on construction noise and vibration; H) procedures for maintaining contact with stakeholders, notifying or proposed construction activities and handling noise and vibration complaints (consistent with the Communications Management Plan and complaints register); I) a description of alternative mitigation strategies where compliance with the criteria in Conditions 26 or 27 may not be achieved; J) procedures, developed in consultation with TPR, to remedy or mitigate any potential adverse effects in instances where the construction vibration criteria set out in Condition 27 might not be complied with in respect of the Mangamaire – Woodville A 110kV National Grid transmission line support structures; K) procedures, developed in consultation with Meridian, to remedy or mitigate any potential adverse effects in instances where the construction vibration criteria set out in Condition 27 might not be complied with in respect of Te Āpiti wind farm turbines; L) construction equipment operator training procedures and expected construction site behaviours; M) contact numbers for key construction staff, staff responsible for noise assessment and the Responsible Officer(s).
Construction Traffic	
29.	Construction Traffic Management Plan a) As soon as practicable, and prior to the commencement of construction works activities, the Requiring Authority must prepare a Construction Traffic Management Plan. b) The objective of the Construction Traffic Management Plan is to minimise adverse effects on property access, traffic safety and efficiency as a result of enabling or construction works activities. The Construction Traffic Management Plan forms part of the Construction Environmental Management Plan required by Condition 14 and must, as a minimum: i) Be prepared by a suitably qualified and experienced person; ii) Take into account the outcomes of any consultation with the Community Liaison Group (Condition 12), the Responsible Officer(s), and any relevant issues arising from the implementation of the Communications Management Plan (Condition 11); iii) Set out the numbers, frequencies, routes and timing of enabling or construction works traffic movements; iv) Identify site access routes and access points for heavy vehicles in a manner consistent with the NZTA's Code of Practice for Temporary Traffic Management and describe measures to: A) monitor and manage, as necessary, the movements of heavy vehicles on Saddle Road during peak times; B) provide for access to the site to be gained (where possible) from both sides of the Ruahine Ranges; C) minimise, as far as practicable, any adverse effects of the movements of heavy vehicles accessing the site from Hope Road, including by: 1. restricting construction related heavy vehicle movements to between the hours of 0730 and 1800; and 2. consulting with the owners/occupiers of 29 Hope Road and 75 Hope Road to identify any further practicable measures to manage adverse effects on these properties; v) Describe methods to manage local and network wide effects of the construction of individual elements of the Project including, as a minimum, the roundabout connections at

	Ashhurst and Woodville including temporary traffic management measures; vi) Describe methods to limit the movement of construction related heavy vehicles through Ashhurst at night and peak times, including limiting night-time movements to oversized loads and essential movements (such as concrete trucks for continuous pours); vii) Describe methods to limit the movement of construction related heavy vehicles through Woodville at night, including limiting night-time movements to oversized loads and essential movements (such as concrete trucks for continuous pours); viii) Require all heavy construction vehicles to have effective noise suppression devices for engine brakes; ix) Give consideration to opportunities to reduce adverse effects though: A) use of KRH's infrastructure to deliver construction materials to the Manawatū River bridge site; B) accelerated construction of the Manawatū River bridge and Hope Road bridge so that these bridges may be used to access the site; x) Set out how the current provision for pedestrians and cyclists is maintained; xi) Detail measures to provide on-going vehicle access to private and adjacent properties, including the Te Āpiti wind farm and the Western Car Park, and limit the adverse effects of construction and severance, including by forming any new permanent accesses at the earliest opportunity; and xii) Confirm the management approach to loads on heavy vehicles, including covering loads of fine material and the timely removal of any material deposited or spilled on public roads.
Tangata Whenua Values	
30.	Tangata Whenua Values Monitoring and Management Plan b) A Tangata Whenua Values Monitoring and Management Plan must form part of the Construction Environmental Management Plan (Condition 14). c) The objective of the Tangata Whenua Values Monitoring and Management Plan is to recognise and provide for the tangata whenua values of the area affected by the Project and to develop mechanisms and processes to seek to avoid or minimise potential impacts on those values through the implementation of agreed monitoring and mitigation measures. d) The Tangata Whenua Values Monitoring and Management Plan must be prepared by a person (or persons) endorsed by the Project Iwi Partners and must include (but not be limited to): i) Enabling activities, including site dedications; ii) Cultural protocols and procedures for cultural inductions; iii) A description of specific monitoring activities to be undertaken; iv) Confirmation of the roles and responsibilities of personnel in respect of clauses(i) to (iii); v) Approaches to realising opportunities to reuse natural materials/trees, participation in planting, fish surveys and/or transfer, species monitoring and translocation; vi) Setting out the detailed accidental discovery protocol procedures development under Condition 31; vii) Consideration of potential effects on taonga species, or other species of significance to tangata whenua, including, but not limited to: A) koura; B) tuna; C) kererū; D) parapara (<i>P. brunoniana</i>); E) tī kōuka; F) toitoi; G) karaka; H) mataī; I) puku tawai; J) northern rātā; and viii) Any other matters or measure to avoid or mitigate potential impacts on tangata whenua values, customs and practices.

Archaeology and Historic Heritage

31.	Accidental discovery protocol and archaeological authority a) Where an area of the Designation is not subject to an archaeological authority (sought under section 44(a) and granted under section 48 of the Heritage New Zealand Pouhere Taonga Act 2014), an accidental discovery protocol must apply to all works in that area. b) The accidental discovery protocol must be prepared in consultation with the Project Iwi
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	Partners and Heritage New Zealand Pouhere Taonga and must include, but not be limited to: i) Details of contractor training regarding the skills necessary to be aware of the possible presence of cultural or archaeological sites or material; ii) General procedures following the accidental discovery of possible archaeological sites, kōiwi tangata, wāhi tapu or wāhi taonga, including the requirement to immediately cease enabling or construction works activities in the vicinity of the discovery and the requirement to notify parties including, but not limited to, Heritage New Zealand Pouhere Taonga; iii) Specific procedures in the event that kōiwi tangata are discovered; iv) Procedures for the custody of taonga (excluding kōiwi tangata) or material found at an archaeological site; v) Activities (including a review of available and relevant archaeological information) that must be undertaken before enabling or construction works activities in the vicinity of the discovery can recommence, including appropriate tikanga, recording, recovery of artefacts and consultation. In the event of kōiwi tangata being discovered, work must cease immediately in the vicinity of the remains and the Project Iwi Partners, Heritage New Zealand Pouhere Taonga, New Zealand Police and the relevant Council(s) must be contacted.
Network Utilities and Roading Infrastructure	
32.	Electrical clearances a) Enabling or construction works activities and structures must be designed and undertaken to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001). b) The planting required by, and managed by, Conditions 17, 18, 19 and 24 must be selected, located and managed to ensure that it will not result in that vegetation breaching the Electricity (Hazards from Trees) Regulations 2003, including at full maturity.
33.	National Code of Practice for Network Utility Operators' Access to Transport Corridors All works must be undertaken in accordance with the National Code of Practice for Utility Operators' Access to Transport Corridors (September 2016), or any approved update to the Code.
34.	Network Integration Plan a) Prior to the commencement of construction, the Requiring Authority must prepare a Network Integration Plan. b) The objective of the Network Integration Plan is to demonstrate how the Project integrates with the existing local road network including pedestrian and cycling facilities and with future, planned, improvements to the network (including the shared path that will be provided in accordance with Condition 36). c) The Network Integration Plan must be prepared in consultation with the relevant road controlling authority and include: vi) Details of proposed works at the interface between the State Highway and the local road network, including road surfacing, road markings and signs; vii) The outcomes of any consultation with the Community Liaison Group established by Condition 12; viii) Confirmation that the Project design does not preclude the future development of the balance of the Lindauer Arts Trail (Woodville to Manawatū Gorge walkway); ix) Specification of how the following requirements will be met: A) prior to the opening of the new road, the improvement of the intersections of State Highway 3 with York Street and Cambridge Avenue to redirect traffic onto the new road; and B) the extension of the existing walkway from Hampson Street, Woodville to west of the eastern roundabout; d) Prior to the opening of the new road, an addendum to the Network Integration Plan must be prepared and provided to Palmerston North City Council and must include: i) a description of interim pedestrian and cycling safety measures that must be in place between Cambridge Avenue in Ashhurst and the Western Car Park until the separate access required by Condition 36(c) is open where such measures include: A) active warning signs; B) narrow bridge signs with advisory 40km/h; C) information signs; D) road crossing facilities; E) associated road user communications; and F) The active warning signs required by clause d)i)A) must be routinely checked at least monthly and any repairs or replacement necessary to ensure they are in good

	working order must be undertaken as soon as reasonably possible.
35.	Ashhurst Bridge On or before 31 May 2028, separate pedestrian and cyclist access must be provided across the Manawatū River connecting the safe shared path required by Condition 36.
36.	Provision of shared path(s) a) Except where (c) applies, prior to the opening of the new road a safe shared path(s) must be in place along the entire length of the new road including across any bridges; and i) starting at the northern side of SH3 at the western extent of the Ashhurst Bridge; ii) connecting to the Western Car Park; and iii) ending at Hampson Street in Woodville. b) The shared path(s) must: i) be separated from the carriageway of the new road by, at minimum, a wire barrier; subject to the area of land available and constraints imposed by Condition 9(e) (i) to (iii) and Condition T3 or it is located on or beneath a bridge structure as identified on Drawing TAT-3-DG-R-0099-A: A) be designed and constructed in accordance with Austroads Guide to Road Design Part 6A Appendix A Figure A1: Bicycle Path Operation or any subsequent revisions of that document; and B) have a minimum sealed width of 3.0 metres for the entire length of the new road and have a minimum width of 0.2m clearance from any barrier. c) On or before 31 May 2028, separate pedestrian and cyclist access must be provided across the Manawatū River, along with a safe shared path between Cambridge Avenue in Ashhurst and the eastern extent of the Ashhurst Bridge meeting the requirements of clause (b) must be connecting to the safe shared path required by clause (a). Advice Note: This Condition was offered by the Requiring Authority to provide additional Project benefits, rather than being necessary to avoid, remedy or mitigate an adverse effect of the Project on the environment or otherwise meet the requirements of the Resource Management Act 1991.
37.	New Manawatu River Bridge The new Manawatu River Bridge must include a pedestrian viewing platform(s) providing views upstream or downstream. The viewing platform(s) must be physically separated from shared path and the carriageway for pedestrian safety reasons. The viewing platform(s) must have direct access for pedestrians from the Western Car Park. Advice Note: This Condition was offered by the Requiring Authority to provide additional Project benefits, rather than being necessary to avoid, remedy or mitigate an adverse effect of the Project on the environment or otherwise meet the requirements of the Resource Management Act 1991.
38.	Recreational Paths Fund a) As soon as practicable, the Requiring Authority must establish and administer a Recreational Paths Fund of \$1 million. b) The purpose of the Fund is to enable the investigation and construction of recreational paths that potentially connect to the shared path required by Condition 36. c) Activities under (b) are to be undertaken in consultation with the Project Iwi Partners, Te Āpiti Manawatū Gorge Governance Group, the Councils, and relevant landowners. d) Construction activities under (b) are subject to land availability and obtaining any necessary statutory approvals. e) The Fund must remain available until the opening of the new road only. Advice Note: This Condition was offered by the Requiring Authority to provide additional Project benefits, rather than being necessary to avoid, remedy or mitigate an adverse effect of the Project on the environment or otherwise meet the requirements of the Resource Management Act 1991
39.	Noise bunds a) Prior to undertaking construction works activities in the vicinity of 1213 Fitzherbert East Road or 49846 State Highway 3 (subject to reasonable property access and land availability): i) An extended earth bund must be designed and constructed along the roadside boundary of the designation with 1213 Fitzherbert East Road for the purpose of operational noise mitigation and visual screening. The design must be undertaken in consultation with the owners/occupiers of the property. ii) An earth bund must be designed and constructed along the roadside boundary of the designation with 49846 State Highway 3, Woodville, for the purpose of operational noise mitigation and visual screening. The design must be undertaken in consultation with the owners/occupiers of the property. b) An independent, suitably qualified and experienced person must design the bunds provided for 1213 Fitzherbert East Road and 49846 State Highway 3 required by i)

	and ii).
CONSTRUCTION CONDITIONS (PALMERSTON NORTH CITY ONLY)	
Parahaki Island	
PN1.	Outline Plan – Parahaki Island a) Where an Outline Plan(s) describes works related to the bridging of the Manawatū River, including any piers, abutments and the northern and southern approaches (and associated construction access), the Requiring Authority must: i) Consult with the Te Āpiti Ahu Whenua Trust for the purpose of recognising the values of Parahaki Island and providing for those values including by: A) minimising, as far as practicable, any impact of the enabling or construction works activities or Manawatū River bridge piers on Parahaki Island; B) identifying opportunities to recognise the historical and cultural significance of Parahaki Island in the design of Manawatū River bridge and approaches to the bridge; C) identifying opportunities for landscape or ecological mitigation planting required by Conditions 17, 18 and 24 on Parahaki Island. ii) As a minimum, include the following in the Outline Plan(s): A) details of the consultation undertaken with the Te Āpiti Ahu Whenua Trust, including comments made in relation to the matters listed in a) and any measures taken by the Requiring Authority to respond to these comments.
Recreation and Open Space	
PN2.	Western Car Park Construction Management Plan a) Prior to any enabling or construction works that affect access to or use of the car park at the western boundary of the Manawatū Gorge Scenic Reserve and/or access to the Manawatū Gorge walking tracks, a Western Car Park Construction Management Plan must be prepared. b) The objective of the Western Car Park Construction Management Plan is to detail how public access will be maintained for the duration of enabling and construction works activities. c) The Western Car Park Construction Management Plan must be prepared in consultation with the landowner, Department of Conservation, Palmerston North City Council, Te Āpiti Manawatū Gorge Governance Group, the Project Iwi Partners, and the Community Liaison Group. d) The Western Car Park Construction Management Plan must include, as a minimum: i) While allowing for construction activities, provision of a temporary car park that is generally of the same standard of surface and parking capacity that the existing car park had at 31 October 2018; ii) Details of how public access between any temporary carpark and the Manawatū Gorge Walking Track will be provided; iii) A Crime Prevention Through Environmental Design Safety Site Assessment; and iv) Details of any changes to or temporary relocation of existing way finding and interpretation signs within and adjacent to the Western Car Park (including signs to existing walking tracks and to any pedestrian access or viewpoints for pedestrians on the new Manawatū River bridge) and any upcoming closure information. e) If a temporary closure to the Western Car Park is required, this must only occur during weekdays and for no more than two consecutive working weeks at a time. The Department of Conservation, the Te Āpiti Manawatū Gorge Governance Group and the Responsible Officer(s) must be made aware of the details of the temporary closure at least 10 working days prior to the closure occurring.
PN3.	Western Car Park Reinstatement Management Plan a) Within one year of commencing the construction of works in the proximity of the Western Car Park that will directly affect that car park, a Western Car Park Reinstatement Management Plan must be prepared. b) The Western Car Park Reinstatement Management Plan must be prepared in consultation with the landowner, Department of Conservation, Palmerston North City Council, the Te Āpiti Manawatū Gorge Governance Group, the Project Iwi Partners and the Community Liaison Group and be consistent with the design principles and design outcomes in the Cultural and Environmental Design Framework. c) The Western Car Park Reinstatement Management Plan must, as a minimum: i) Provide for at least the same number of car parks as the number that existed at 31 October 2018; ii) Provide for at least the same number of toilet and bike parking facilities that existed at 31 October 2018;

	iii) Provide for at least the same public access to the Manawatu River that existed at 31 October 2018; iv) Include a Crime Prevention Through Environmental Design (CPTED) Safety Site Assessment; v) Incorporate any decisions regarding the future status of the closed section of State Highway 3 immediately adjacent to the car park that existed at 31 October 2018; vi) Take into account the final masterplan prepared by the Te Āpiti Manawātū Gorge Governance Group; vii) Describe the reinstatement of land used for construction including: A) removal of structures, plant and materials associated with construction (unless otherwise agreed with the landowner); B) replacement or reinstatement of formal parking areas, boundary fences, landscaping and way finding and interpretation signs within and adjacent to the Western Car Park (including signs to existing walking tracks and to any pedestrian access or viewpoints for pedestrians on the new Manawātū River bridge); C) reinstatement of grassed areas to a similar condition as existed prior to construction; and D) replacement of trees and other planting removed as part of construction activities. viii) Include details of the consultation undertaken under clause (b) above, including the comments made and any measures taken by the Requiring Authority to respond to these matters.
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CONSTRUCTION CONDITIONS (MANAWATŪ DISTRICT ONLY)

Network Utilities

M1.	Outline Plan – Tararua High Pressure Gas Transmission Pipeline Where an Outline Plan(s) describes enabling or construction works that traverse the Tararua High Pressure Gas Transmission Pipeline, the Requiring Authority must: a) Consult with First Gas in order to develop any necessary measure to ensure that no enabling or construction works activities, and particularly site access, cause material damage to or affect the operation and maintenance of the pipeline. b) Include details of the consultation undertaken and any measures to protect the pipeline in the Outline Plan. Advice Note: <i>This condition concerns works that may affect the interests of First Gas. Other legislative powers, rights, or requirements may apply to First Gas; this condition does not derogate from any such power, right, or requirement.</i>
M2.	Outline Plan – Palmerston North to Gisborne Rail Corridor Where an Outline Plan(s) describes enabling or construction works within or adjacent to the Palmerston North to Gisborne rail corridor, the Requiring Authority must: a) Consult with KRH for the purpose of appropriately avoiding, remedying or mitigating any potential adverse effects of the Project (including as a result of access across the corridor) on the continued operation, maintenance and upgrading of the rail line. b) Include details of the consultation undertaken and any measures to avoid, remedy or mitigate any potential adverse effects in the outline plan. c) Set out how any measures to avoid, remedy or mitigate any potential adverse effects identified in accordance with clause (b) may be reviewed and updated, as necessary. Advice Note 1: <i>Written consent from KRH under section 177(1)(a) of the RMA is required.</i> Advice Note 2: <i>This condition concerns works that may affect the interests of KRH. Other legislative powers, rights, or requirements may apply to KRH; this condition does not derogate from any such power, right, or requirement.</i>

CONSTRUCTION CONDITIONS (TARARUA DISTRICT ONLY)

Network Utilities and Infrastructure

T1.	Te Āpiti Wind Farm Management Plan a) As soon as practicable, and prior to any construction works, being undertaken within the portion of the Te Āpiti wind farm site indicated by property reference numbers 8, 9, 10, 11, and 12 on Land Requirement Plans TAT-2- DG-E-0100-A to TAT-2-DG-E-0108-A dated 14 October 2019, the Requiring Authority must prepare a Wind Farm Management Plan. b) The objective of the Wind Farm Management Plan is to set out measures to avoid where practicable the potential effects of the Project on wind farm operations provided for by the wind farm resource consent (granted on 3 September 2003) and, where avoidance is not possible, set out measures to remedy or mitigate such effects. c) The Wind Farm Management Plan must, as a minimum: i) Be prepared in consultation with Meridian;
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	ii) Include details of the consultation undertaken, including measures taken by the Requiring Authority to respond to Meridian's comments and feedback; iii) Describe the details of the on-going access arrangements, including for over-dimensional loads, and as required by Condition 9(e)(v) to accommodate Meridian's operation, maintenance and upgrade requirements; iv) Describe the details of management of construction traffic within the wind farm; v) Describe measures to protect underground infrastructure, as required by Condition 9(e)(iii); vi) Include technical, engineering and geotechnical advice from suitably qualified and experienced person(s) in relation to the impact of the enabling or construction works activities on the safe and efficient operation of a turbine where: A) enabling or construction works activities (other than for the relocation of underground infrastructure and wind farm accesses) are within 160 metres of a turbine location shown on the plan marked "Drawing No. 1 (Rev 3) General Site Plan With Topo Information" (referenced in the resource consent granted on 3 September 2003) except that in the case of turbines A11, A12 and A13 (now known as TAP01, TAP02, and TAP03) this distance is limited to 60m when closer to Ashhurst; and B) that turbine is not removed as part of the Project; vii) Confirm compliance with NZECP 34:2001; viii) Set out details of site management and security; ix) Describe arrangements for wind farm site inductions and contractor training, including Meridian's involvement in that training; and x) Confirm measures to manage the effects of dust that may damage the turbines, substation or overhead electricity transmission lines.
T2.	National Grid Management Plan a) Prior to any construction works, or enabling works, being undertaken in the vicinity of the Mangamaire – Woodville A 110kV transmission line, the Requiring Authority must prepare a National Grid Management Plan. b) The objective of the National Grid Management Plan is to avoid, remedy or mitigate the potential effects of the Project on the operation and maintenance of the Mangamaire – Woodville A 110kV transmission line c) The NGMP must, as a minimum: i) Be prepared in consultation with TPR; ii) Include details of the consultation undertaken, including measures taken by the Requiring Authority to respond to TPR's comments and feedback; iii) Demonstrate how construction works and associated activities are designed and undertaken to comply with NZECP 34:2001; iv) Establish a specific height for clearance over a State highway, if necessary; v) Describe the details of the on-going access arrangements as required by Condition 9(e)(vi); vi) Develop measures to control induced and transferred voltages and earth potential rise where conductive material is within 8 metres of the transmission line support structures; vii) Confirm procedures set out for the management of construction vibration included in the Construction Noise and Vibration Management Plan required by Condition 28); viii) Identify areas where additional management measures are necessary such as fencing or hurdles; ix) Confirm timing for any outage that may be necessary; x) Confirm measures to manage the effects of dust that may damage the National Grid transmission lines; and xi) Confirm details of contractor training, and TPR's involvement in that training, for those working within 8 metres of the transmission line support structures or within the maximum extent of conductor swing (at maximum operating temperature). Advice Note: This condition concerns works that may affect the interests of TPR. Other legislative powers, rights, or requirements may apply to TPR; this condition does not derogate from any such power, right, or requirement..
Ballantrae Hill Country Research Station	
T3.	Ballantrae Research Station and Fertiliser Trial Management Plan a) Except where AgResearch provides written approval: i) The land occupied for the purposes of construction must not: A) exceed a maximum area of 4.8 hectares on the long-term fertiliser and grazing systems trial; B) reduce the number of frame sites on the long-term fertiliser and grazing systems trial

	by more than 15; and c) reduce that area of a farmlet that makes up the trial ((as shown on the plan included as Attachment A to the statement of evidence of Dr David Horne dated 8 March 2019) by more than 26%. ii) The road construction footprint (inclusive of a 10-metre buffer from the edge of any cut or fill) must avoid existing frame sites and must be minimised as far as reasonably practicable within the Pylon East (Big Hill) (HFHF - High Fertiliser High Fertiliser) farmlet as shown on Figure 1 of the Statement of evidence of Alec Donald Mackay of AgResearch Ltd dated 15 March 2019. iii) The road construction footprint (inclusive of a 10-metre buffer from the edge of any cut or fill) must be positioned in a manner that minimises as far as is reasonably practicable the elimination of existing frame sites located within the Pylon East (HFNF - High Fertiliser No Fertiliser); Pylon West (LFLF – Low Fertiliser Low Fertiliser) and Pylon Centre (LFNF – Low Fertiliser No Fertiliser) farmlets as shown on Figure 1 of the Statement of evidence of Alec Donald Mackay of AgResearch Ltd dated 15 March 2019. iv) There must be no spoil sites or large-scale erosion and sediment control structures (such as sediment settling ponds or wetlands) located outside of the road construction footprint within the farmlets referenced in clause (ii) and (iii) above, as shown on Figure 1 of the Statement of evidence of Alec Donald Mackay of AgResearch Ltd dated 15 March 2019. b) Prior to undertaking any enabling or construction works activities within the Ballantrae Station site, the Requiring Authority must prepare a Ballantrae Research Station and Fertiliser Trial Management Plan in consultation with AgResearch Ltd. c) The objective of the Ballantrae Research Station and Fertiliser Trial Management Plan is to give effect to Condition (a) above and to further avoid, remedy or mitigate the potential adverse effects of the Project on Ballantrae Station's farming operations and the current long-term fertiliser and grazing trial. d) The Ballantrae Research Station and Fertiliser Trial Management Plan must, as a minimum: i) Delineate the road construction footprint within the Station; ii) Where practicable, provide for the reinstatement of all eliminated frame sites in a suitable alternative location; iii) Set out the measures to be implemented to maintain stock water, site access and the ability to move stock within and between farmlets during, and following, the completion of enabling or construction works; iv) Set out measures to be implemented to manage construction noise to minimise disruption to grazing stock; v) Set out measures to be implemented to minimise dust from enabling and construction works impacting on the long-term fertiliser and grazing trial farmlets; vi) Set out site security and safety measures that minimise the risk of stock rustling and manage risks to farm staff as a result of enabling or construction works activities; vii) Document a monitoring programme that: A) obtains soil and pasture attribute data from all 72 existing frame sites to provide a 2019 data baseline that is comparable to historical monitoring data from those frame sites; B) obtains annually soil and pasture attribute data that is comparable to historical monitoring data from all frame sites that will remain post-road construction, both during construction and for five years following the completion of construction works, to enable the effects of the operation of the road to be assessed. e) The Requiring Authority must undertake (or engage AgResearch to undertake) the monitoring programme required under Condition T3(d)(vii) above and provide the results to AgResearch on an annual basis. f) The Requiring Authority must confirm the administration arrangements for future research activities that support and maintain the on-going research outcomes of the long-term fertiliser and grazing systems trial, or other research outcomes (including as identified by any survey required by clause (g)) with such research activities continuing for a minimum of 5 years following the completion of construction (unless AgResearch decides to discontinue such research activities at an earlier date). g) The Requiring Authority must undertake (or engage AgResearch to undertake) a survey of a statistically significant representative group of North Island hill country sheep and beef farmers to determine that sector's future soil attribute, pasture production and farm sustainability research priorities so as to enable AgResearch Ltd to determine what form of replacement research site would be appropriate in the event of a suitably qualified and experienced expert engaged by the Requiring Authority determining that the long term fertiliser trial at Ballantrae Station ceases to be viable on a farming system basis as a result of the new road's construction.
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	h) The survey under clause (g) must be designed in collaboration with AgResearch Ltd and must be undertaken and the results documented in a report that is provided to AgResearch Ltd prior to the opening of the new road. Advice Note: <i>This condition concerns works that may affect the interests of AgResearch Ltd. Other legislative powers, rights, or requirements may apply to AgResearch Ltd; this condition does not derogate from any such power, right, or requirement.</i>
QEII National Trust Open Space Covenants	
T4.	Outline Plan – QEII National Trust open space covenants a) Where an Outline Plan(s) describes works within the areas subject to QEII Trust open space covenants (shown on Plan C-06 dated October 2018), the Requiring Authority must consult with the QEII National Trust for the purpose of designing and constructing the Project to avoid impacts where possible and, where avoidance is not possible, minimise impacts, as far as practicable, on the QEII Trust open space values of the area subject to the covenant. b) As a minimum, the Outline Plan must: - set out details of the consultation undertaken under clause (a) and any measures taken by the Requiring Authority to respond to matters raised; - describe the outcome of a baseline survey of pest plants in the QEII Trust open space covenants required by Condition 24(a)(x) and to inform the plant pest management programme set out in clause (b)(iv); - demonstrate how the extent of enabling or construction works on the site is limited (including by Condition 9(e)) in order to avoid, or minimise as far as practicable, impacts on the QEII Trust open space values; and - describe any edge protection and restoration that may be proposed, including any methods to buffer the edge of the covenant and measures to control plant pests through a plant pest management programme to achieve the standard in Condition 24(a)(x) (and which may include measures that form part of the Landscape Management Plan required by Condition 17 and the Planting Establishment Management Plan required by Condition 19 or the Ecological Management Plan required by Condition 24).
OPERATIONAL CONDITIONS (APPLYING AS RELEVANT WITHIN EACH DISTRICT)	
Noise and property	
40.	Road surfacing a) Prior to the opening of the new road, a low noise road surface must be laid on: - State Highway 3 Napier Road between Cambridge Avenue and the Manawatū River; and - Vogel Street in Woodville; and - The main alignment from the eastern roundabout extending at least 2.0 kilometres to the west of the roundabout; or - Instead of (iii) concrete barriers must be provided in order to control sound levels at the dwellings at 49807 State Highway 3 and 75 Hope Road, Woodville existing on 31 October 2018.
41.	Traffic separation a) Traffic lanes of the roundabouts must be more than 100 metres from dwellings existing on 31 October 2018; and b) Traffic lanes must be more than 200 metres from the dwellings at 49807 State Highway 3 and 75 Hope Road, Woodville existing on 31 October 2018. .
42.	Lot 2 DP 351133 landscaping Within 12 months of the opening of the new road, the Requiring Authority must consult with the owners of Lot 2 DP 351133 to develop and implement a plan for planting along the southern boundary of this property to screen views of the road.

43	Post-construction review a) Within 12 months of the opening of the new road, the Requiring Authority must undertake a post-construction review in accordance with the NZTA's 'Specification for Noise Mitigation' (NZTA P40:2014) that includes: i) noise modelling; ii) site inspection of road surfaces or concrete barriers provided by Condition 40; and iii) noise measurements at the PPFs located at 49807 State Highway 3, 49846 State Highway 3, 75 Hope Road, Woodville and 1213 Fitzherbert East Road, Ashhurst to verify the acoustics model, subject to access being provided. b) If the post-construction review concludes that the sound levels exceed the NZS 6806:2010 'Acoustics – Road- traffic noise – New and altered road' Category A criteria for new roads (at 49807 State Highway 3 and 75 Hope Road) and altered roads (at 49846 State Highway 3 and 1213 Fitzherbert East Road, Ashhurst), the Requiring Authority must, in consultation with the respective property owners, provide further noise mitigation to reduce noise levels to meet the Category A criteria (subject to reasonable access to allow any mitigation to be implemented). c) The noise modelling and the details of any mitigation must be provided to the Council(s).
Lighting	
44.	Operational lighting Lighting must be designed, maintained and operated to comply with <i>AS/NZS 1158 Lighting for Roads and Public Spaces</i> .
Network Utilities and Infrastructure	
45.	Written consent under section 176 of the RMA - Te Āpiti Wind Farm The Requiring Authority must not require Meridian to seek written consent under section 176 of the RMA for work that can occur in accordance with the resource consent for the Te Āpiti wind farm (dated 3 September 2003) where that work does not encroach on, or impact on, the construction or operation of the State highway. To the extent that written approval is required, this Condition constitutes written approval.
46.	[This condition is intentionally left blank]

Attachment 7: KiwiRail Freight Hub

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The land to which this designation applies may be used to develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises as defined in the Railways Act 2005, and activities and infrastructure required to enable the transportation of goods by rail and road, subject to the conditions set out below.

Definitions

Term	Definition
Completion	Completion of construction of the Freight Hub.
Designation Extent	The land within the designation boundary shown in black outline on the Concept Plan prepared by Isthmus, dated 29 October 2021.
Existing Dwelling	As at 23 October 2020, any building: (a) that was constructed as a lawful dwelling; or (b) for which resource consent was granted for construction of a dwelling.
Freight Hub	All activities and structures shown on the Concept Plan dated 29 October 2021, prepared by Isthmus, except that for the purposes of Conditions 130 – 144 it excludes the North Island Main Trunk Line and the Perimeter Road.
Habitable space	Any room in a dwelling which is used or which can be used as a sitting room, a living room, a bedroom, a dining room, or a family room.
Noise Mitigation Structures	The earth bunds and vertical noise barriers to mitigate noise effects. Perimeter Road The physical works required to provide: (a) a new section of road south of Maple Street between Railway Road and Roberts Line; (b) improvements to Roberts Line north west of the intersection at Roberts Line and Railway Road; and (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.
Works	All physical works and activities (including all site establishment activities but excluding site investigations) that are required to construct the activities and all supporting infrastructure shown on the Concept Plan prepared by Isthmus, dated 29 October 2021.

General Conditions

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: (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; (b) Concept Plan dated 29 October 2021, prepared by Isthmus; (c) Draft indicative Landscape plan dated 6 July 2021 prepared by Isthmus Group (rev B); and (d) evidence provided by the Requiring Authority dated 9 July 2021 and at the hearing in August / September 2021
2	If there is any inconsistency between the Notice of Requirement documentation listed in Condition 1 above and the designation conditions, then the designation conditions prevail.

Lapse Period	
3	The designation will lapse if not given effect to within 15 years from the date on which it is included in the District Plan.
Management Plans	
3	At least 20 working days before the Works commence or unless otherwise specified in the conditions below, the management plan(s) specified in Condition 8 (excluding the Road Network Integration Plan) including any report or framework required by these conditions 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). Once certified the management plan(s) must be implemented.
4	At least 20 working days before the Works commence or unless otherwise specified in the conditions below, the management plan(s) specified in Condition 8 (excluding the Road Network Integration Plan) including any report or framework required by these conditions 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). Once certified the management plan(s) must be implemented.
5	Management plan(s) may be prepared and submitted for one or more stages, aspects, sections, or locations of works. All management plans, reports and frameworks must be reasonable and sufficient to meet their purpose.
6	The management plan must be certified by the Palmerston North City Council Head of Planning Services, in accordance with the following process: (a) If the Requiring Authority has not received a response from the Head of Planning Services within 20 working days of the date of submission of the response under Condition 4, the management plan is deemed to be certified. (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. (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 6(b) above, the management plan is deemed to be certified.
Outline Plan(s)	
7	The outline plan(s) may be submitted for the Freight Hub or for one or more stages, aspects, sections, or locations of works.
8	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 stage, aspect, section or location of the design or construction matters being addressed): (a) Construction Management Plan (b) Construction Traffic Management Plan (c) Construction Noise and Vibration Management Plan (d) Landscape and Design Management Plan (e) Construction Engagement Plan (f) Stormwater Management Report (g) Stormwater Monitoring and Maintenance Plan

	(h) Road Network Integration Plan (i) Operational Noise and Vibration Management Plan (j) Operational Traffic Management Plan (k) Operational Lighting Design Plan (l) Operational Dust Management Plan (m) Geotechnical Report (n) Construction Lighting Management Plan (o) Construction Dust Management Plan
Amendments to management plans	
9	The Requiring Authority may make material amendments to any documents or plans listed in Condition 8 (excluding the Road Network Integration Plan) by following the process set out in Conditions 4 and 6, unless the amendment is a minor amendment under Condition 10.
10	The documents and plans referred to in Condition 8 (excluding the Road Network Integration Plan) may be amended to provide updated information or reflect changes in design, construction methods or the management of effects without the need for re-certification or a further outline plan, where: (a) 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 (b) the amendment is to give effect to an amendment required under another statutory approval; and (c) the amendment proposed is provided in writing to Palmerston North City Council at least 10 working days prior to the relevant works being undertaken; and (d) Palmerston North City Council confirms in writing that the amendments meet the requirements of Condition 10(a) or (b). If a response is not received from the Head of Planning Services at the Council within 5 working days of the date that it is provided in Condition 10(c), the amendments are deemed to be approved.
11	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. The notice of commencement must include: (a) the Mana Whenua Partnership Framework required by Condition 12; and (b) the Design Framework required by Condition 15.
Mana Whenua Partnership Framework	
12	Within 12 months of [the date the NoR is confirmed], and before commencing preparation of the Design Framework in accordance with Condition 15 and the detailed design stage of the Freight Hub, the Requiring Authority must engage with Mana Whenua to prepare a Partnership Framework in partnership with Mana Whenua for the Freight Hub in accordance with the principles of Te Tiriti o Waitangi
13	The objective of the Mana Whenua Partnership Framework is to: (a) recognise Kaupapa based models such as Whānau Ora Outcomes, Te Whare Tapa Whā values and Te Pae Mahutonga Attributes; honour, recognise and provide for mana whenua values, tikanga me kawa participation in the rohe or area affected by the Freight Hub; (b) develop mechanisms to avoid, mitigate, compensate or offset effects on mana whenua tikanga me kawa through the implementation of agreed participation, monitoring and mitigation measures; and

	(c) provide opportunities for expression of tikanga me kawa through design and development options beyond completion of the overall project.
14	The Partnership Framework will include as a minimum: (a) key roles and responsibilities for Mana Whenua at the governance and operational levels, including in relation to design and development of the Freight Hub; (b) involvement in cultural impact assessments (CIAs), preparation and implementation of the Design Framework, management plans as part of this designation and any management plans that are developed as part of regional resource consents (including in relation to the management of stormwater); (c) monitoring and exercise of kaitiakitanga and manākitanga activities to be undertaken including in particular, regular monitoring of ngā Puna (aquifers), streams and waterways to be carried out in partnership with Mana Whenua and implementation of adaptive management strategies to address water quality issues that fall below any agreed standards; (d) involvement in developing, approving and partaking in accidental discovery protocols and any archaeological authorities and wildlife permits required; (e) the overall site dedication and other appropriate rituals to be performed by Mana Whenua; (f) any opportunities and benefits in the design, development and operation of the entire Freight Hub; (g) any employment, training scholarship, procurement and investment opportunities as part of the development of the Freight Hub; and (h) any mahi toi (Māori arts and crafts) to be developed as part of the Freight Hub.
Design Framework	
15	The Requiring Authority must prepare a Design Framework before commencing the detailed design stage of the Freight Hub.
16	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 20(a); and (b) identify design outcomes that the detailed design should seek to achieve in accordance with Condition 20(b), including but not limited to, opportunities for the detailed design to reflect community and mana whenua values identified in the design principles.
17	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.
18	The Requiring Authority must demonstrate how the detailed design of the Freight Hub adheres to the key design principles and how the detailed design gives effect, where practicable, to the design outcomes identified in the Design Framework.
19	Any management plan required by conditions of this designation, or outline plan prepared and submitted in accordance with section 176A of the RMA, must: (a) demonstrate how the key design principles have been adhered to and give effect, where practicable, to the design outcomes identified in the Design Framework, to the extent those design principles and design outcomes are relevant to the content of those management or outline plans; (b) be accompanied by a design review statement that describes how the management plan and Freight Hub design adheres to the key design principles and gives effect, where practicable, to the design outcomes identified in the

	Design Framework.
20	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) the Requiring Authority's operational requirements, including in relation to health and safety; (ii) an interdisciplinary approach which effectively integrates various design elements; (iii) how the Freight Hub integrates 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 while ensuring that those measures are effective in mitigating noise; (v) principles to inform design of lighting, so as to have particular regard to visual amenity, landscape character and health and safety; (vi) principles to reflect community identity and place and/or cultural and historical values, as identified through engagement with the Community Liaison Forum; and (vii) principles to reflect cultural values and environmental attributes, as identified through engagement with mana whenua Design Outcomes: The Design Framework must, if possible, identify opportunities for the detailed design of the Freight Hub to: (a) provide for the relationship of Iwi Maori and their culture and traditions with their ancestral lands, water, sites, wāhi tapu, and other taonga; (b) provide beneficial outcomes for natural character, landscape character and visual amenity; (c) maintain and/or enhance amenity values in the wider landscape; (d) provide for community connectivity around the site, including pedestrian and cycle access to and from Bunnythorpe; and recognise as far as is practicable the rural character and context of the local environment.;
21	If an outline plan for the Freight Hub has not been submitted to the Palmerston North City Council within five years of the date the Design Framework was provided to the Council in accordance with Condition 11, the Requiring Authority must undertake a review of the Design Framework to ensure that the principles and design outcomes remain relevant and appropriate.
22	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.
23	If a review of the Design Framework required by Condition 21 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
Communication and Engagement	
Community Liaison Forum	
24	Within 12 months of the [date the NoR is confirmed], the Requiring Authority must establish in

	consultation with the Palmerston North City Council a Community Liaison Forum in a way and in a form that achieves the aims of the communication and engagement conditions.
25	The Requiring Authority must maintain the Community Liaison Forum until at least six months after Completion.
26	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.
27	The Community Liaison Forum must be open to mana whenua and all interested residents and organisations within the vicinity of the Freight Hub.
28	The Requiring Authority must: (a) identify and invite parties that may be interested in participating in the Community Liaison Forum, including: (i) local residents who submitted on the Notice of Requirement for the Designation; (ii) Bunnythorpe School and any childcare facilities in the vicinity; (iii) Community groups (including Bunnythorpe Community Centre, faith-based groups and residents organisations); (iv) Businesses and landowners (including in Bunnythorpe village and the North East Industrial Zone, and Transpower New Zealand Limited); (v) cycling and walking groups (including Te Araroa Manawatū Trust); and (b) develop, in consultation with the Community Liaison Forum participants, terms of reference consistent with the purpose of the Community Liaison Forum as set out in Condition 26 including the methods and frequency of communication with those participants for the duration of the Community Liaison Forum as outlined in Conditions 24 and 25; and (c) develop in consultation with the Community Liaison Forum participants, communication strategies and tools for effective and accessible information dissemination to affected members of the community in a timely way
29	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 42; (b) ensure that the Community Liaison Forum is provided with opportunities to provide feedback on matters, including: (i) the draft Design Framework; (ii) draft documents and plans set out in Condition 8 and material updates to any plans in accordance with Conditions 9 and 11 prior to the submission of these documents to the Palmerston North City Council; (iii) timing and nature of mitigation works proposed; any regional resource consent applications and any proposed mitigation measures associated with those consent applications; and (c) collate any feedback received and report back to the Community Liaison Forum as to how that feedback has been considered by the Requiring Authority.
Community Liaison Person	
30	Within 12 months of the [date the NoR is confirmed] the Requiring Authority must appoint (and at all times have appointed) in consultation with the Palmerston North City Council, a

	Community Liaison Person with particular skills in community engagement.
31	The Community Liaison Person role must be in place until at least six months after Completion.
32	The role of the Community Liaison Person is to: (a) be responsible for the administration of the Community Liaison Forum; and (b) provide a point of contact for the community on behalf of the Requiring Authority for: (i) all enquiries relating to the Freight Hub, including land acquisition, construction or operational matters; and (ii) co-ordinating landowner engagement in relation to the implementation of plans listed in Condition 8 and any relevant conditions of this Designation.
33	The Requiring Authority must make the contact details of the Community Liaison Person available to the community
Accountable Person	
34	Two months before commencement of the Works, the Requiring Authority must appoint (and have appointed for the duration of the Works), an Accountable Person and a Nominated Cover Person, both of whom must demonstrate (a) A good understanding of the Freight Hub; (b) A good knowledge of the Designation conditions; and (c) Skills in project management to ensure the coordinated implementation of the Designation conditions.
35	The role of the Accountable Person and the Nominated Cover person (in the instance the Accountable Person is sick or unavailable) is to; (a) Be the point of contact for any queries about compliance with the conditions for the Palmerston North City Council, including in relation to the preparation and implementation of the plans listed in Condition 8; and (b) Coordinate different disciplines as part of the implementation of the conditions <i>Advice Note</i> The aim of this condition is not to make the accountable person have special responsibility for any non- compliance but to ensure there is a clear chain of command in the implementation of the project where the Accountable Person will have a key role. Also, the coordination of disciplines is essential to the delivery of the project in a way that meets these conditions. The Accountable Person should have a clear overview of the project to help that coordination.
Construction Engagement Plan	
36	At least 20 working days prior to the Works commencing, the Requiring Authority must prepare a Construction Engagement Plan for certification and implement the plan for the duration of construction
37	The objective of the Construction Engagement Plan is to ensure that parties that are affected by construction activities are informed of the timing and nature of those activities.
38	The Construction Engagement Plan must include: (a) Contact details of the Community Liaison Person appointed in accordance with Condition 30. (b) A process for identifying the parties that will be communicated with, and the methods of communication, including:

	(i) the use of a project website for public information; and (ii) provision of an electronic and / or paper-based newsletter and its proposed delivery area for paper-based newsletters. (c) Information on 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 (vi) any measures to manage construction effects as identified in the Construction Management Plan, Construction Traffic Management Plan, Construction Noise and Vibration Management Plan, Construction Lighting Management Plan, Construction Dust Management Plan and Landscape and Design Management Plan.
Complaints Register	
39	Within 12 months of [date the NoR is confirmed] the Requiring Authority must establish a register to record any complaints received and action undertaken by the Requiring Authority in response to the complaint, and maintain the register until at least 6 months after Completion.
40	The complaints register must include: (a) the nature and details of the complaint; and (b) measures taken by the Requiring Authority to respond to the complaint or where any measures have not been taken, the reasons why.
41	The complaints register must be made available to Palmerston North City Council upon request, subject to compliance with privacy obligations.
42	The Requiring Authority must provide regular updates to the Community Liaison Forum on complaints received and any measures to address any complaints identified.
43	Prior to commencement of any Works, a geotechnical report as relevant to the particular stage, aspect, section or location of Works must be prepared by a suitably qualified and experienced person to identify any risk of instability on the relevant land within the Designation Extent and confirm that any such risk will be appropriately avoided, remedied or mitigated. The geotechnical report(s) must be provided to the Palmerston North City Council (Head of Planning Services).
44	Prior to undertaking any geotechnical site investigations as part of the preparation of a geotechnical report under Condition 32, the Requiring Authority must: (a) Engage with the Palmerston North City Council on the parameters of those investigations, including the locality and nature of investigation; and (b) Seek input from mana whenua in relation to developing protocols for an intrusive site investigation. Any site investigations must be undertaken by a suitably qualified and experienced person.
Archaeology	
45	Prior to the commencement of any Works, the Requiring Authority must prepare an accidental discovery protocol in accordance with Condition 46 and implement the accidental discovery protocol for the duration of the Works.

46	The accidental discovery protocol must be prepared in collaboration with mana whenua and in consultation with Heritage New Zealand Pouhere Taonga, and must include: (a) details of contractor training regarding the skills necessary to be aware of the possible presence of cultural or archaeological sites or material; (b) general procedures following the accidental discovery of possible archaeological sites, kōiwi tangata, wāhi tapu or wāhi 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; (c) in the event that kōiwi tangata or taonga are discovered, work must cease immediately in the vicinity of the remains and mana whenua, Heritage New Zealand Pouhere Taonga, New Zealand Police and Palmerston North City Council must be contacted; (d) procedures for the custody of taonga (excluding kōiwi tangata) or material found at an archaeological site; and (e) activities that must be undertaken before construction activities in the vicinity of a discovery may recommence, including appropriate tikanga, recording, recovery of artifacts, and engagement.
Stormwater Stormwater Management Report	
47	The Requiring Authority must prepare and submit a Stormwater Management Report with the first outline plan to Palmerston North City Council.
48	The Stormwater Management Report must be prepared by a suitably qualified and experienced person.
49	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 the loss of flood plain storage as a result of the site formation.
50	The Stormwater Management Report must: (a) achieve the objective in Condition 49; (b) outline the results of hydrologic and hydraulic modelling of the Mangaone Stream Catchment as affected by the Freight Hub; (c) provide hydraulic details to confirm the appropriate size of the stormwater detention ponds; (d) identify potential effects of the Freight Hub site development on flood risk; and (e) identify methods for reasonable mitigation of any identified flooding effects.
Stormwater Management and Monitoring Plan	
51	At least three months prior to the delivery of the relevant part of the stormwater system, as outlined in the construction programme in Condition 77, or other works affecting the flood storage capacity of the site, the Requiring Authority must prepare a Stormwater Management and Monitoring Plan for certification and implement the plan for the duration of the Works. The Requiring Authority must demonstrate that it has consulted with Horizons Regional Council in the development of this Plan and how any feedback has been incorporated into the Plan.
52	The objective of the Stormwater Management and Monitoring Plan is to demonstrate that the stormwater system and the methods for the monitoring and maintenance of the stormwater system will be effective.

53	The Stormwater Management and Monitoring Plan must be prepared by a suitably qualified and experienced person.
54	The Stormwater Management and Monitoring Plan must include: (a) design measures to assist with achieving hydraulic neutrality and methods to assist with stormwater treatment and contaminant removal utilising natural systems including retention areas, permeable surfaces, wetlands/swales and appropriate vegetation; (b) the methods that will be used for the operation and maintenance of the stormwater management system to ensure its successful long-term performance, including sediment removal, clearance of debris, replacement of vegetation, training of operators, and separation or secondary containment of any high-risk contamination areas; and (c) details of the location, operation and maintenance of any stormwater outlets from the site, including emergency spillway.
55	The Requiring Authority must design, construct, operate and maintain on-site stormwater management devices and/or systems which have been installed to manage and treat stormwater generated within the Freight Hub.
Level Crossings	
56	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: (a) the Campbell Road/Kairanga Bunnythorpe Road level crossing; (b) the Waughs Road/Campbell Road level crossing; (c) pedestrian level crossings in the vicinity of Aorangi Marae and Taonui School; and (d) Campbell Road crossing south of Feilding. The Requiring Authority must 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.
57	The Requiring Authority must engage with Palmerston North City Council and Manawātū District Council in relation to the allocation and timing of the implementation of the recommendations in each Level Crossing Safety Impact Assessment.
58	Unless already closed by the Palmerston North City Council, the Requiring Authority must close the Roberts Line and Clevely Line Level Crossings prior to the closure of Railway Road.
Road Network Integration Plan	
59	At least 12 months prior to submission of the first outline plan, the Requiring Authority must prepare a Road Network Integration Plan for certification by the Palmerston North City Council.
60	The objective of the Road Network Integration Plan is to ensure that the roading network within the Freight Hub is appropriately managed and safely and efficiently integrated with the wider transport network.
61	The Requiring Authority must consult and share information with Palmerston North City Council, Horizons Regional Council, Manawātū District Council and Waka Kotahi NZ Transport Agency in preparing the Road Network Integration Plan (and any updates).
62	<i>The Road Network Integration Plan must achieve the objective in Condition 60 and must include:</i> (a) <i>the timing for the closure of and/or the legal stopping of any relevant roads (or sections of roads, as the case may be), including Railway Road, Clevely Line, Te</i>

	Ngaio Road and Richardsons Line; (b) the location, timing, form and design of any changes and upgrades to intersections and roads required for construction and operation of the Freight Hub that are to be delivered by the Requiring Authority including: (i) changes as a result of the closure and / or legal stopping of relevant roads set out in Condition 62(a); (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; (iii) a new intersection at Roberts Line with the Perimeter Road; (iv) an upgraded intersection at Richardsons Line and Roberts Line that includes access to activities within the Freight Hub; (v) a northern and western access from the Perimeter Road to activities within the Freight Hub; (vi) any changes to the Maple Street intersection with Railway Road as a result of the construction and operation of the Perimeter Road; and (c) the location, timing, form and design of any changes and upgrades to the following property accesses required to be delivered by the Requiring Authority as a result of the construction and operation of the Freight Hub: (i) 422 and 422A Railway Road (the legal descriptions being SEC 1480 BLK VII KAIRANGA SD and LOT 1 DP 74613); (ii) 684 Roberts Line (the legal description being Lots 3 and 4 DP 74613); and (iii) the three existing vehicle accesses to Foodstuffs North Island Limited site at 703 Roberts Line (the legal description being Lot 1 DP 384898); (d) the timing, form and design of changes required to be delivered by the Requiring Authority and Palmerston North City Council at the intersections of Kairanga Bunnythorpe Road with each of Railway Road and Campbell Road; (e) the timing for the closure of any level crossings; (f) the proposed speed limits for any new roads and changes to speed limits for existing roads; (g) 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; (h) the location and timing of confirmed and funded upgrades or additions to the wider transport network, including works that are part of the Palmerston North Integrated Transport Improvement (PNITI) project and the identification of potential alternative ways for that wider transport network being delivered by the region's road controlling authorities to integrate with any roading upgrades and connections required for construction and operation of the Freight Hub; and (i) details of the feedback provided by Palmerston North City Council, Horizons Regional Council, Manawātū District Council and Waka Kotahi NZ Transport Agency and how this has been incorporated into the Road Network Integration Plan, including any feedback regarding: (i) the location and timing of a ring road and/or any bypasses of Bunnythorpe; and (ii) how these connections integrate with the roading network required for the construction and the safe and efficient movement of freight as part of the operation of the Freight Hub; and (j) the timing of reviews and frequency of updates to the Road Network Integration Plan, based on the matters outlined in this Condition 63; (k) whether there is a need for upgrades to, and if so, the location, timing, form and design of any changes and upgrades to intersections and roads required, for operation of the Freight Hub that are to be delivered by the Requiring Authority including:
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	(i) <i>Roberts Line between Perimeter Road and Kairanga – Bunnythorpe Road;</i> (ii) <i>The intersections of Kairanga-Bunnythorpe Road with each of Railway Road and Campbell Road and the intersection with the level crossing;</i> (iii) <i>Railway Road between Maple Street and Kairanga-Bunnythorpe Road;</i> (iv) <i>Campbell Road between Dixon Line and the intersection with Stoney Creek Road;</i> (v) <i>Stoney Creek Road including intersections with Ashhurst Road and Kelvin Grove Road; and</i> (vi) <i>Railway Road between Roberts Line and Airport Drive.</i>
Roading connections and upgrades	
63	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: (a) construct the Perimeter Road (or relevant part); (b) surface it with an asphaltic mix road surface; and (c) enable public use of the Perimeter Road prior to the closure of the relevant section of Railway Road.
64	Unless otherwise provided by other road controlling authorities, the upgrades listed in Condition 62(b) must be delivered by the Requiring Authority according to the timing outlined in the Road Network Integration Plan.
65	In order to inform the timing, design and form of the upgrades listed in Condition 62(b) and the potential upgrades listed in Condition 62(k), the Requiring Authority must undertake traffic modelling and safety audits to demonstrate that: (a) intersections and accesses achieve Level of Service D or better (for sign-controlled intersections this is the Level of Service on the side road(s) approach(es)) or better, as modelled with SIDRA or similar; and (b) roads, intersections and accesses perform without serious or significant safety concerns, in accordance with the New Zealand Transport Agency Road Safety Audit Procedures for Projects, Guidelines Interim Release May 2013. The Requiring Authority must provide copies of the traffic modeling and safety audits to the Palmerston North City Council.
66	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.
67	The Requiring Authority must design and construct 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. The connection must be operational within 6 months after the relocation of the North Island Main Trunk Line.
Landscape and Design	
68	Following preparation of the Design Framework, the Requiring Authority must prepare and submit a Landscape and Design Management Plan for certification to Palmerston North City Council. The Requiring Authority must implement the Landscape and Design Management Plan.
69	The objective of the Landscape and Design Management Plan is to ensure that the design of the Freight Hub avoids, remedies or mitigates potential adverse effects of the Freight Hub on landscape character, visual amenity and natural character.

70	The Landscape and Design Management Plan must be prepared by a suitably qualified and experienced person in consultation with other relevant qualified persons, as required.
71	The Requiring Authority must invite mana whenua and the Community Liaison Forum to provide input and feedback on the development of the Landscape and Design Management Plan.
72	The Landscape and Design Management Plan must achieve the objective in Condition 69 and must include: (a) how the landscape design implements the design principles and achieves the design outcomes in the Design Framework; (b) 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 and fill batters; (c) a description of design measures (including but not limited to the final form, finish and articulation of the proposed buildings, Noise Mitigation Structures and batter heights and slopes); (d) a description of how the plantings in (b) and other design measures in (c): (i) integrate the built forms including roof lines and walls of the Freight Hub and the related earthworks into the surrounding environment; (ii) mitigate visual amenity effects in relation to residential properties; (iii) contribute to the open watercourse and stormwater ponds appearing as natural features and enhancing local biodiversity; (iv) comply with the Electricity (Hazards from Trees) Regulations 2003, including at full maturity; and (v) comply with any regional consents. (e) how the proposed planting will: (i) mitigate adverse effects on, and/or enhance the natural character of waterbodies, including the Mangaone Stream surrounds; (ii) restore indigenous biodiversity in consultation with a suitably qualified and experienced ecologist; (iii) where practicable, use eco-sourced seeds and plants sourced from the rohe (in consultation with mana whenua); (f) how sites of cultural and historical significance (if identified through the Mana Whenua Engagement Framework and Design Framework) will be recognised and provided for; (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, where practicable, opportunities for outlook(s) over the Freight Hub. (h) in relation to the proposed Noise Mitigation Structures: (i) the location of the Noise Mitigation Structures as outlined in the Operational Noise and Vibration Plan; (ii) the final form, finish, and planting of these Noise Mitigation Structures, including design treatment of vertical noise barriers, and landscaping of bunds; (iii) details of how the Noise Mitigation Structures have been designed where practicable to avoid, remedy or mitigate their adverse effects on landscape character and visual amenity (including through consultation with the Community Liaison Forum and mana whenua); and (iv) details on how any changes to the existing drainage patterns, runoff characteristics and stormwater resulting from Noise Mitigation Structures

	will avoid adverse effects on the foundations of any National Grid support structure. (i) how the lighting effects on the landscape and visual amenity are minimised; (j) the proposed timing (including ground preparation, mulching and any trials) for establishing any landscape or visual amenity planting, with any new planting to be commenced in the first planting season (unless that is impracticable, the reasons for which shall be provided to the Palmerston North City Council) following the completion of each stage or discrete location of Works; (k) the growing conditions required to ensure the successful establishment, growth and on-going viability of planting; (l) the process and programme for maintaining any landscape or visual amenity planting and fencing (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).
73	Planting within the designation must be designed to achieve: (a) at least an 80% canopy cover within five years of being planted; (b) at least 50% of tall tree species reach a height of 5 meters within five years of being planted; and (c) a minimum depth of planting along the following roads: (i) 20 metres along the majority extent of Sangsters Road, excluding the tie in area at Roberts Line; and (ii) 30 metres along the internal frontage of the Perimeter Road excluding the tie in with Roberts Line (new intersection).
74	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.
Construction Management Plan	
75	At least 6 months prior to the Works commencing, the Requiring Authority must prepare a Construction Management Plan for certification and implement the plan for the duration of the Works.
76	The objective of the Construction Management Plan is to ensure that management procedures and construction methods are adopted to avoid, remedy or mitigate adverse effects of the construction of the Freight Hub and minimise as far as reasonably practicable disturbance to residents.
77	The Construction Management Plan must achieve the objective in Condition 76 and must include: (a) a construction programme, including identifying key stages of the Works (including the delivery of parts of the stormwater system), and any seasonal timings for works; (b) a detailed site layout; (c) the design and management specifications for all earthworks on-site, including disposal sites and their location and the Construction Dust Management Plan; (d) measures to ensure that the Works and structures (including the operation of any mobile plant and machinery) are designed and undertaken to comply with the New Zealand Code of Practice for Electrical Safe Distances (NZECP 34:2001); (e) the design of temporary lighting for the Works and construction support areas in accordance with the Construction Lighting Management Plan; (f) details on the timing of the installation of screening and planting and

	opportunities where this can be undertaken prior to works commencing; (g) the approach to the management of construction waste; (h) measures to avoid or minimise disturbance to burials being undertaken at Bunnythorpe cemetery during construction; (i) the accidental discovery protocol adopted by the Requiring Authority; (j) a description of training requirements for all site personnel (including employees, subcontractors and visitors) including details of briefings for employees and subcontractors about the accidental discovery protocol adopted by the Requiring Authority; (k) environmental incident and emergency management procedures; and (l) contact numbers for key construction staff, and staff responsible for any monitoring requirements.
Construction Lighting Management Plan	
78	All lighting required for the Works must comply with AS/NZS 4282:2019 – Control of the obtrusive effects of outdoor lighting, Zone A2 limits.
79	At least 6 months prior to the Works commencing, the Requiring Authority must prepare a Construction Lighting Management Plan for certification and implement the plan for the duration of the Works.
80	The Construction Lighting Management Plan must be prepared by a suitably qualified and experienced person.
81	The objective of the Construction Lighting Management Plan is to demonstrate compliance with AS/NZS 4282:2019 Control of the obtrusive effects of outdoor lighting, Zone A2 Limits, between 11:00pm and 6.00am during the Works.
82	The Construction Lighting Management Plan must specify the measures to: (a) minimise construction vehicle headlight sweep on adjacent dwellings identified in this plan; (b) minimise as far as practicable light spill and glare from construction lighting on adjacent dwellings identified in this plan; and (c) minimise as far as practicable light spill and glare from construction lighting to the Palmerston North Airport Control Tower.
Dust Monitoring	
83	The Requiring Authority must ensure that there is no noxious, dangerous, objectionable or offensive dust to the extent that it causes an adverse effect beyond the boundary of the Designation.
84	The Requiring Authority must assess weather and ground conditions (wind and dryness) at the start of each day when Works are scheduled.
85	The Requiring Authority must ensure that applicable dust mitigation measures and methods contained in the Construction Dust Management Plan are ready for use prior to commencing Works for the day.
86	For the purposes of Conditions 87, 88 and 89, the following maximum monitoring trigger levels shall apply: (a) Ten-minute rolling PM10 concentration of 150 micrograms per cubic metre (1 hour average). (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.
87	(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: (i) be installed prior to commencing Works; (i) be capable of continuous measurement and real time logging and reporting of wind strength, wind direction, air temperature and rainfall; (ii) provide an alarm to site staff (for example via mobile phone) if the ten-minute rolling average wind speed trigger level in Condition 86(b) is exceeded; (iii) be installed on a mast such that their height is at least five metres above ground level and in accordance with AS/NZS 3580.14:2014 – Methods for sampling and analysis of ambient air – Part 14: Meteorological monitoring for ambient air quality monitoring applications; (iv) be maintained in accordance with the manufacturer's specifications. (b) All measured data must be: (i) recorded and stored using an electronic data logging system and retained; (ii) provided to the Palmerston North City Council upon request
88	Prior to the commencement of Works, the Requiring Authority must install and operate instruments to measure particulate matter as PM10 on, or near to, at least two Designation boundary locations including: (a) the north-western boundary; and (b) the eastern boundary. Advice note: 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.
89	All particulate matter monitors required under Conditions 88 must be: (a) of a type that are suitable for dust management by measuring PM10 but need not meet the standard for compliance monitoring under the National Environmental Standards for Air Quality Regulations (2004); (b) calibrated and maintained in accordance with the manufacturer's specifications; (c) capable of providing real-time information to provide email and/or text alerts if exceedances of the monitoring trigger value in Condition 86 occur.
Construction Dust Management Plan	
90	The Requiring Authority must prepare and submit a Construction Dust Management Plan to Palmerston North City Council for certification at least three months prior to the commencement of the Works. The Requiring Authority must implement a Construction Dust Management Plan for the duration of the Works

91	The objective of the Construction Dust Management Plan is to detail measures for avoiding, remedying or mitigating the adverse effects of dust from the Works on public health and amenity.
92	The Construction Dust Management Plan must be prepared by a suitably qualified and experienced person.
93	The Construction Dust Management Plan must achieve the objective in Condition 91 and must 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 contingency measures (including the duration for which any measures must be implemented) to address adverse effects on sensitive receptors where trigger levels in condition 86 have been exceeded, and a process for verifying that adverse effects are a result of the Works. Contingency measures may include options such as: (i) cleaning of water tanks and replenishment of water supplies, (ii) cleaning of houses, (f) cleaning of other buildings and infrastructure, Procedures for training of personnel and contractors to make them aware of the requirements of the Construction Dust Management Plan; (g) Monitoring triggers and procedures for responding to particulate matter monitoring and wind speed triggers; (h) The process for recording complaints and providing feedback to the complainant on how issues raised in complaints have been addressed; (i) The roles and responsibilities of personnel responsible for implementing and reviewing the Construction Dust Management Plan.
94	If a complaint related to off-site effects of construction dust is received and verified to be a result of the Works, the Requiring Authority must investigate and determine in consultation with the occupier / owner which if any of the contingency measures set out in the Construction Dust Management Plan should be implemented.
Network utilities	
95	Prior to any land disturbing works, the Requiring Authority must: (a) identify the location of existing overhead or underground network utilities (www.beforeudig.co.nz); (b) identify these utilities relevant in any construction plans and place appropriate physical indicators on the ground showing specific surveyed locations or other marker for overhead lines; and (c) provide the information of the network utilities identified under Condition 95(a) and (b) and information on any restrictions in place in relation to those existing network utilities to all construction personnel, including contractors.
96	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).
97	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).
98	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.
99	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
100	The Requiring Authority must ensure the continuity of existing Powerco owned services and existing Palmerston North City Council owned three water services and, where necessary, provide for the efficient relocation of any of their infrastructure affected by the Works or operation of the Freight Hub to a location where operation, maintenance and upgrade activities associated with those services can be safely and efficiently provided (such relocation to be planned and undertaken in consultation with the relevant infrastructure owner).
Construction Traffic	
101	At least six months prior to the Works commencing, the Requiring Authority must prepare a Construction Traffic Management Plan for certification, and implement the plan for the duration of the Works
102	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
103	The Construction Traffic Management Plan must be prepared by a suitably qualified and experienced person.
104	At least 20 working days prior to the Construction Traffic Management Plan being submitted to Palmerston North City Council for certification, 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.
105	The Construction Traffic Management Plan must achieve the objective in Condition 102 and must: (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 106(including local roads) during night and peak times, as required either in relation to traffic conditions or to mitigate potential noise and vibration effects; (b) identify safe site access routes, site access arrangements, and site 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; (c) with reference to relevant 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; (d) outline temporary traffic management measures, such as traffic detours (including for public transport, walking and cycling, school bus routes, and infrastructure) and temporary speed limits;

	(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; (f) outline measures to manage noise from construction traffic including any restrictions on routes, timing and engine braking; (g) detail measures to ensure vehicle access to private properties is maintained, where current access is affected by construction, including ensuring that access to the Foodstuffs North Island Limited site at 703 Roberts Line (the legal description being Lot 1 DP 384898) is able to be provided for heavy vehicles at all times; (h) identify opportunities to use the rail network to minimise effects on the roading network where practicable; (i) provide measures for the management of fine material loads (e.g. covers) and the timely removal of any material deposited or spilled on public roads; (j) detail the process for and locations of construction traffic movement monitoring and the frequency and times of monitoring relevant to the stage of construction set out in the programme in the Construction Management Plan; (k) provide a process for ensuring that updated traffic information is included in the Construction Engagement Plan; (l) identify any material construction activity being undertaken by other parties, including roading works occurring along access routes identified in Condition 105(b); and (m) provide details of any feedback provided by Waka Kotahi NZ Transport Agency, Horizons Regional Council, Palmerston North City Council and Manawātū District Council and how it was incorporated.
106	The Construction Traffic Management Plan must be reviewed and updated as required to align with the key stages identified in the construction programme required in the Construction Management Plan.
107	The Requiring Authority must provide any updated draft Construction Traffic Management Plan to Waka Kotahi NZ Transport Agency, Horizons Regional Council, Palmerston North City Council and Manawātū District Council for review and feedback at least 20 working days prior to submitting the updated Construction Traffic Management Plan for recertification under Condition 9.
108	The Requiring Authority shall ensure that Maple Street is not used by construction traffic to access the Freight Hub.
Construction Noise and Vibration Management Plan	
109	At least 20 working days prior to the Works commencing, the Requiring Authority must prepare a Construction Noise and Vibration Management Plan for certification and implement the plan for the duration of the Works.
110	The objective of the Construction Noise and Vibration Management Plan is to demonstrate how compliance with the limits in Conditions 112 and 114 will be achieved for the duration of the Works.
111	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
112	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).

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

Table 1: Construction Noise limits

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

113 Night-time construction work that exceeds the noise limits specified in Table 1 in Condition 112 and Table 2 in Condition 114 must only take place if the Works cannot be practicably undertaken during day time hours.

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

- (a) Measurement is in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures;
- (b) BS 5228-2 is British Standard BS 5228-2:2009 Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration.

Table 2: Vibration Criteria

Receiver	Location	Details	Category A PPV	Category B PPV
Occupied dwellings and schools	Inside the building	2000 – 0630	0.3 mm/s	1 mm/s
		0630 – 2000	1 mm/s	5 mm/s
Other occupied buildings	Inside the building	0630 – 2000	2 mm/s	5 mm/s
Unoccupied buildings	Building foundation	Vibration transient	5 mm/s	BS 5228-2 ² Table B.2
		Vibration continuous		50% of BS 5228-2 Table B.2 ³

- (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 114(d) must be included as a Schedule to the Construction Noise and Vibration Management Plan in Condition 114 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 114(d) to determine if any damage has occurred as a result of construction vibration. (h) The Requiring Authority must repair any damage identified in Condition 114(g) as soon as practicable.
115	The Construction Noise and Vibration Management Plan must achieve the objective in Condition 87 and include: (a) the noise and vibration limits as set out in the Conditions 112 and 114; (b) a description of the construction works and processes; (c) a description of anticipated equipment and any noise or vibration suppression devices; (d) the hours of operation, including times and days when activities causing noise and/or vibration would occur; (e) identification of affected dwellings and other noise sensitive activities and projected noise and vibration levels for those activities; (f) a description of alternative management strategies where compliance with the criteria in Conditions 112 or 114 may not be achieved; (g) methods and frequency for monitoring and reporting on construction noise and vibration; (h) details of the procedures and timing for notifying stakeholders and sensitive receivers of construction activities in relation to night time works, where the night time noise limits in Table 1 of Condition 112 and Table 2 of Condition 114 will be exceeded, notice to sensitive receivers must include the expected timing and duration of the works and be provided and copied to the Palmerston North City Council Head of Planning Services at least five working days before the works commence); (i) procedures for handling noise and vibration complaints as set out in the Construction Engagement Plan and Complaints Register in Conditions 36-42; (j) construction equipment operator training procedures and expected construction site behaviours; and (k) contact numbers for key construction staff, staff responsible for noise assessment and the council compliance officer; (l) whether the construction noise limits in Table 1 in Condition 112 will be exceeded and whether acoustic mitigation (such as temporary or permanent acoustic screens) is required to achieve compliance with those noise limits. Any such mitigation must be put in place prior to the relevant Works commencing and be

	maintained for the duration of those Works; and (m) procedures and timing for a suitably qualified and experienced person to undertake a specific noise assessment of night-time construction works, which must include any recommended mitigation measures to minimise the noise impacts of any night-time construction work that exceeds the noise limits specified in Table 1 in Condition 112 and Table 2 in Condition 114.
Water supply	
116	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.
Operational Lighting Design Plan	
117	The Requiring Authority must prepare and submit an Operational Lighting Design Plan to Palmerston North City Council for certification at least three months prior to the first train operating in the Freight Hub. The Requiring Authority must implement the Operational Lighting Design Plan.
118	The Operational Lighting Design Plan must be prepared by a suitably qualified and experienced person.
119	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 comply with AS/NZS 4284:2019- Control of the obtrusive effects of outdoor lighting, Zone A2 limits between 11.00pm and 6.00am to manage sky glow, glare, light spill and effects on road users from the operation of the Freight Hub, including at the Palmerston North Airport Control Tower.
120	The Operational Lighting Design Plan must achieve the objective in Condition 119 and must include: (a) the projected light spill and glare calculations; (b) the proposed locations and design for lighting structures, including low-level security lighting and under carriage lighting; (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; (d) confirmation that a Civil Aviation Authority NZ Part 77 Determination has been obtained if required; and (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 (f) the proposed exterior lighting colour, which must have a colour temperature of light emitted of 3000 Kelvin or lower.
Operational Traffic Management Plan	
121	The Requiring Authority must prepare and submit an Operational Traffic Management Plan to Palmerston North City Council for certification at least three months prior to the first train operating in the Freight Hub. The Requiring Authority must implement an Operational Traffic Management Plan for the duration of the Freight Hub's operation.
122	The objective of the Operational Traffic Management Plan is to avoid, remedy or mitigate any identified adverse transport effects of traffic generated by the operation of the Freight Hub

123	At least 20 working days prior to the Operational Traffic Management Plan being submitted to Palmerston North City Council for certification, 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 Manawatū District Council for feedback.
124	The Operational Traffic Management Plan must achieve the objective in Condition 122 and include: (a) the process for and frequency of operational traffic monitoring (at least every two years until completion, unless otherwise agreed with Palmerston North City Council, including when the monitoring commences, the location of monitoring points, the timing of monitoring (to avoid school or public holidays, and to be undertaken at a similar time each year) and the period of traffic count collection (which must be at least 7 consecutive days); (b) a description of actual and forecasted traffic generation at each of the Freight Hub's three access points from the Perimeter Road, including light and heavy vehicles, as a result of activities within the Freight Hub; (c) records of assessment and reporting on safety and performance of each of the Freight Hub's access points carried out in accordance with Condition 125, with allowance made for the interaction with rail crossings within the site) and any other access point onto the section of the Perimeter Road between Roberts Line and Maple Street; (d) details of any feedback provided by Waka Kotahi NZ Transport Agency, Horizons Regional Council, Palmerston North City Council, and Manawatū District Council and how it has been incorporated; and (e) the process for reviewing and updating the Operational Traffic Management Plan as outlined in Condition 127.
125	The Requiring Authority must assess the safety and performance of the accesses listed in Condition 101(c) to demonstrate that they achieve: (a) 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 (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) the road network at the accesses in Condition 124(c) since the previous review of the Operational Traffic Management Plan, road safety audits must be undertaken in accordance with the <i>New Zealand Transport Agency Road Safety Audit Procedures for Projects, Guidelines Interim Release May 2013</i>
126	In the event that any of the accesses do not meet the standards in Condition 125(a) or 125(b), and in circumstances where the failure to meet those standards is attributable to operational traffic associated with the Freight Hub, the Requiring Authority must: (a) develop designs for upgrades to that infrastructure in order to achieve these standards; (b) submit the designs to the Chief Rounding Engineer at Palmerston North District Council for certification that they meet the requirements of Condition 125(a) and / or 125(b); and (c) implement at its cost the certified infrastructure upgrades within 12 months of receiving certification.
127	The Requiring Authority must review and update the Operational Traffic Management Plan (a) with each relevant outline plan of works for buildings and development of the Freight Hub taking into account the outcomes of any monitoring and audits undertaken in accordance with Condition 124 and 125; (b) when total vehicle movements across the three access points from the Perimeter

	Road to activities within the Freight Hub exceed 4200 vehicles per day; (c) when total vehicle movements across the three access points from the Perimeter Road to activities within the Freight Hub exceed 8000 vehicles per day. (d) when total traffic movements across the three access points from the Perimeter Road to activities within the Freight Hub exceed 12000 vehicles per day; and (e) at least every 6 years.
128	The Requiring Authority must advise Waka Kotahi NZ Transport Agency, Horizons Regional Council, Palmerston North City Council and Manawātū District Council on the outcomes of any review undertaken in accordance with Condition 127 and provide any updated draft Operational Traffic Management Plan to those parties for review and feedback.
129	The Requiring Authority is not required to review and update the Operational Traffic Management Plan under Condition 127(b) or 127(c) or 127(d) within 12 months of the previous review and update of the Operational Traffic Management Plan.

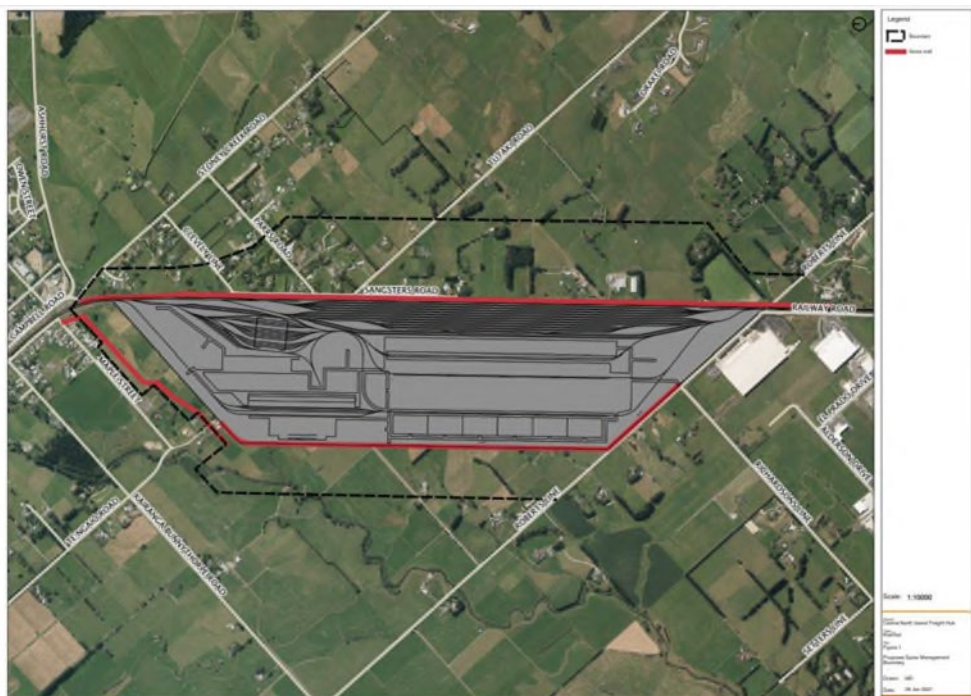
Operational Noise and Vibration

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

Table 3: Noise limits

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

Figure 1 Noise Management Boundary



- 131** Sound levels of operational activities at the Freight Hub must be measured in accordance with NZS 6802:2008 Acoustics – Measurement of environmental sound and assessed in accordance with NZS 6801:2008 Acoustics – Environmental noise, except that no corrections will be made for duration (6.4).
- Advice note: for the purposes of Condition 131, sound generated from rail activities using good*

	<i>site management practices that minimise as far as practicable the creation of tonal and impulsive noise beyond the Site, including the sound from containers being picked up and put down, should not be classified as having special audible characteristics.</i>
132	The Freight Hub must be designed and operated to ensure that noise does not exceed 65 dB LAeq(1hr) within any site zoned Rural or Residential (as at 23 October 2020) outside the Designation Extent.
133	At least 12 months prior to the commencement of operation of any noise generating component of the Freight Hub, the Requiring Authority must undertake noise modelling to predict at intervals of 45 dB LAeq (1hr), 55 LAeq (1hr) and 65 dB LAeq (1hr): (a) the projected noise levels from the operation of the Freight Hub for the following 12 months ("Annual Noise Contours") and (b) the long term projected noise levels from future activities within the Freight Hub ("Future Noise Contours"). The Requiring Authority must thereafter undertake noise modelling annually, and update the Annual Noise Contours and Future Noise Contours (as required).
134	Where the Annual Noise Contours identify that the noise levels are predicted to exceed 55 dB LAeq(1hr) at any time, or 45 dB LAeq (1hr) between the hours of 10pm and 7am, (either wholly or partly) at any Existing Dwelling in the following 12 months, the Requiring Authority must: (a) subject to property owner(s) approval and within three months of producing the Annual Noise Contours, engage a suitably qualified person to undertake investigations at those Existing Dwellings to determine if any acoustic treatment measures are necessary to achieve, based on the Future Noise Contours, an internal noise levels of 35 dB LAeq(1h) in bedrooms and 40 dB LAeq(1h) in other habitable spaces; (b) within three months of undertaking the investigations in Condition 134(a), make an offer to the property owner(s) to install, at the Requiring Authority's cost, acoustic treatment measures recommended by the suitably qualified person to achieve the noise levels in Condition 134(a) based on the Future Noise Contours and a reasonable future projection of noise from the operation of the North Island Main Trunk Line; and (c) if the offer in Condition 134(b) is accepted within six months, and provided that the property owner(s) enter into a covenant with the Requiring Authority that the owner(s) and occupier(s) will ensure that the acoustic treatment measures are not removed or altered in a way that lessens their effectiveness, the Requiring Authority must install the acoustic treatment and use best endeavours to install that treatment before any Existing Dwelling falls within the 55 dB LAeq(1hr) Annual Noise Contour. Advice Note: Any covenant under 134(b) must not require a no complaints obligation on landowners unless agreed to by the landowner.
135	Where any bedrooms within an Existing Dwelling contain openable windows, the acoustic treatment measures in Condition 134(a) must include a positive supplementary source of fresh air ducted from outside which must achieve a minimum of 7.5 litres per second per person.
136	When providing acoustic treatment measures in accordance with Condition 134, the Requiring Authority is not required to fund any measures required to: (a) bring a building up to the standard required in any building regulations, bylaws or any provisions of any statute that applied when the building or relevant part thereof was constructed; or (b) remove any asbestos that is likely to be disturbed by the installation of the acoustic treatment, where that work is not reasonably related to or ancillary to the installation of noise insulation.

137	The Requiring Authority is not required to achieve an internal design noise level of 35 dB Laeq(1h) in bedrooms and 40 dB Laeq(1h) in other habitable spaces, and will not be in breach of Condition 134, if: (a) the property owner(s) accepts in writing a form or level of acoustic treatment that results in a different internal design noise level and that consent is provided to the Palmerston North City Council; or (b) a suitably qualified and experienced person certifies that it not reasonably practicable to achieve the specified internal design noise level due to the type, structure, age or state of repair of the Existing Dwelling or the desirability to maintain heritage features of the Existing Dwelling. In the event that Condition 137(b) applies, the Requiring Authority must install measures to reduce the internal design sound level of the habitable spaces as far as practicable.
138	All operational activities in the Freight Hub must be undertaken to ensure that vibration at any Existing Dwelling outside the Designation Extent does not exceed 0.3 mm/s vw,95 as far as practicable.
139	The Requiring Authority must prepare and submit an Operational Noise and Vibration Management Plan to Palmerston North City Council for certification at least three months prior to the first train operating in the Freight Hub. The Requiring Authority must implement the Operational Noise and Vibration Management Plan.
140	The objective of the Operational Noise and Vibration Management Plan is to demonstrate how compliance with the noise and vibration limits for the operation of the Freight Hub set out in Conditions 130, 132 and 138 will be achieved.
141	The Operational Noise and Vibration Management Plan must be prepared by a suitably qualified and experienced person.
142	The Operational Noise and Vibration Management Plan must outline: (a) the noise and vibration limits for both day and night time activities within the Freight Hub must operate as set out in Condition 130 and Condition 138; (b) the Annual Noise Contours and the Future Noise Contours produced in accordance with Condition 133; (c) any noise mitigation required to manage the noise effects including: (i) a continuous barrier, including bunds and/or natural elevation on the eastern boundary within the Designation Extent extending to at least 5 metres above the finished ground level; (ii) a barrier 3 metres above local ground level on the northern boundary within the Designation Extent; (iii) a barrier 3 metres above finished ground level on the western boundary if dwellings are still within 500m of the Perimeter Road in that location when operation commences; and (iv) acoustic treatment of Existing Dwellings required by Conditions 133 to 137. (d) the process for undertaking modelling and monitoring of operational noise and vibration; (e) the location of permanent noise monitors which must include: (i) one in the northern area of the Freight Hub; (ii) one in the eastern area of the Freight Hub; and (iii) one in the western area of the Freight Hub, if dwellings are still within 500 metres of the Perimeter Road in that location, (f) site noise management measures including operation of machinery and

	equipment in a manner to avoid unreasonable noise.
143	The Requiring Authority must make the current version of the Operational Noise and Vibration Management Plan publicly available on its website.
144	The Requiring Authority must review and update (including with any additional noise modelling as required) the Operational Noise and Vibration Management Plan: (a) annually; and (b) prior to any significant changes in activity at the Freight Hub that might reasonably be expected to alter or otherwise affect the noise and vibration levels generated from the Freight Hub.
Operational Dust Management	
145	The Requiring Authority must prepare and submit an Operational Dust Management Plan to Palmerston North City Council for certification at least three months prior to the first train operating in the Freight Hub. The Requiring Authority must implement the Operational Dust Management Plan.
146	The objective of the Operational Dust Management Plan is to avoid, remedy or mitigate the adverse effects of dust from the operation of the Freight Hub on public health and amenity.
147	The Operational Dust Management Plan must be prepared by a suitably qualified and experienced person
148	The Operational Dust Management Plan must achieve the objective in Condition 146 and include: (a) the location and nature of dust generating activities within the Freight Hub; (b) the location of any sensitive receptor within 100m of the Designation Extent; (c) a qualitative assessment of the risk of impacts of dust generation from dust generating activities within the Freight Hub, including the typical frequency and duration of exposure to dust for each activity; (d) the mitigation and management practices to minimise the potential for more than minor adverse dust emissions beyond the Designation Extent; and (e) dust particulate to be monitored and the process for monitoring those dust particulates
149	The Requiring Authority must review and update the Operational Dust Management Plan 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.
150	At least three months prior to Works commencing, the Requiring Authority must: (a) identify Existing Dwellings within 100m of the Designation Extent that will experience adverse dust effects arising from the operation of the Freight Hub and rely on roof top rain water supply systems for drinking water supply; (b) at each of the Existing Dwellings identified in Condition 150(a), offer to install a first-flush rainwater diversion system at the Requiring Authority's cost; and (c) subject to property owner(s) approval, install that system as soon as practicable.
Third Party restrictions	
151	The Requiring Authority must enable access for maintenance utility works undertaken in road corridors in accordance with the National Code of Practice for Utility Operators Access to Transport Corridors (September 2016) or any approved update to the Code.

152	The Requiring Authority must ensure that access is maintained to any Powerco infrastructure, the National Grid Transmission Line and support structure for maintenance at all reasonable times, and for emergency works at all times.
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Table 2: Schedule of Heritage Orders

Site	Legal Description	Nature of Protected Subject	Heritage Authority	Underlying Zoning	Duration (if longer than 5 years and not given effect to)	Details
A.	Lot 2 DP 48678 615 Featherston Street	Building - Hoffman Kiln	Heritage New Zealand Antrim House 63 Boulcott Street Wellington	Industrial		The kiln, which was built in about 1918 and used until 1959 is a fine example of industrial architecture. The structure known as the Hoffman Oblong Continuous Kiln, together with its associated land, shall not be demolished, altered or extended without the prior written consent of the New Zealand Historic Places Trust. The order does not apply to the other buildings or structures situated on the land, although it does include the land in total. Therefore, no use or uses should be undertaken that would in any way prejudice the Kiln.