

DCC Comment on the Southern Link Inland Port

[FTAA-2604-1207]

Introduction

- [1] These comments have been prepared in response to the application from Southern Link Property Limited, for the development and operation of the Southern Link Inland Port ("SLIP").
- [2] The SLIP will be located on an approximately 40ha block of rural land comprising 270, 274, 292 and 292A Dukes Road North. Works are also proposed in the adjoining road reserve.
- [3] The application seeks the following approvals:
- Land use consent under the Dunedin City Second Generation District Plan ("2GP")
 - Consents and permits under the Otago Regional Plan: Water for Otago
 - Consents under the Otago Regional Plan: Waste for Otago
 - Land use consent under the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 ("NES-CS").

2GP Zoning, Overlays and Designations

- [4] The subject sites are zoned Taieri Plain Rural in the 2GP, and are subject to the following district plan annotations:
- Groundwater Protection Mapped Area
 - Fonterra Noise Control Mapped Area (north-western corner of 270 Dukes Road North only)
 - High Class Soils Mapped Area
 - Hazard 1 (flood) Overlay Zone (most of #270, and small portion at south-western corner of #292)
 - Hazard 2 (flood) Overlay Zone (all of subject land except the area annotated Hazard 1 (flood) Overlay Zone, as above)
 - Designation D274 (Dunedin Airport Flight Fan – elevations ranging from approximately 258m in the west, to 267m in the east)
 - Taieri Aerodrome Flight Fan Mapped Area (southern parts of all site, with height restrictions ranging from approximately 19m to the west, and 49m to the east).
 - Silverstream Esplanade Reserve Mapped Area (extends across the southern boundary of #270 and #292).
- [5] Designated rail corridor (Designation D420: Taieri Branch Railway) and Otago Regional Council East Taieri Drainage Scheme (Designation D218) lie immediately to the west of #270.
- [6] In the 2GP road classification hierarchy, Dukes Road North is classified as a strategic road and Stedman Road as an industrial road.

Matters Addressed in These Comments

- [7] The following comments address only those aspects of the application that fall within the scope of the NES-CS and the 2GP, specifically:
- Disturbing soil and changing use on land that is subject to the NES-CS
 - Use of land for an inland port, with associated structures and ancillary signage
 - Contravention of performance standards for noise and light spill by port operations
 - Construction and site investigation (The temporary erection of construction cranes)
 - Earthworks and vegetation clearance
 - Alterations to Dukes Road North (*Please note: These works may be permitted road alterations if located within road reserve*)
 - The establishment of a new vehicle access, a high trip generating activity, and provision of over 50 new car parking spaces; and
 - The establishment of a natural hazards potentially sensitive activity, and new buildings with more than 60m² ground floor area in Hazard 1 and 2 (flood) Overlay Zones.¹

Other Matters Not Addressed in These Comments

- [8] The application identifies that if a consent approval is required for the future storage of hazardous substances will be sought under a separate application. The potential effects from the storage of Hazardous Substances have not been addressed.
- [9] At the time of preparing of these comments the applicant had also applied for an associated consent from the DCC (LUC-2026-159) for earthworks with the Rail Corridor and Otago Regional Council Drainage designation on Stedman Road. This application is currently suspended for an affected party approval. It is also noted that an application for a pedestrian Right of Way will be required to allow public access if a proposed footpath is located within the boundary of the site.

Review Assessment

- [10] The following assessment is guided by matters set out in 2GP assessment rules and objectives and policies, and draws upon advice obtained from council staff and consultants who have expertise in the respective areas. The assessment is presented under the following headings:
- NES-CS
 - Transportation / Effects on the Safety and Efficiency of the Transport Network
 - Earthworks: Sediment Control; Dust Management; Disposal; Accidental Discovery
 - Earthworks: Maintenance of High Class Soils Resource
 - Earthworks: Groundwater
 - Earthworks: Stability of Land, Buildings and Structures
 - Earthworks: Network Utilities
 - Risk from Natural Hazards
 - Noise and Vibration
 - Light Spill
 - Biodiversity Values / Natural Character Values of Riparian Margins

¹ A more detailed list of the consents sought under the 2GP is included in Section 4.3.1 of application document A.02A.

- Rural Character and Visual Amenity/Natural Character
- Amenity of Surrounding sites
- Cultural Values
- Aviation Safety
- Hazardous Substances
- Environmental Effects Summary
- Proposed Conditions and Advice Notes
- RMA Part 2
- National Policy Statements
- Regional Policy Statements and Plans
- Dunedin Future Strategy
- 2GP Objectives and Policies
- Conclusion

NES-CS

- [11] The application includes a Detailed Site Investigation (“DSI”) prepared by Environmental Consultants Otago Ltd, which identifies five HAIL ‘pieces of land’ that require remediation within the subject site, as depicted in the image below.



Figure 1: Verified HAIL sites outlined in red and unverified HAIL sites outlined in orange
(Source: DSI prepared by Environmental Consultants Otago Ltd / application document B.05)

- [12] As a DSI is provided the application identifies that the proposed soil disturbance and a change of use would require consent as restricted discretionary activities under Regulation 10 of the NES-CS.
- [13] A draft Contaminated Site Management Plan ("CSMP") and a draft Remedial Action Plan ("RAP") prepared by Environmental Consultants Otago Ltd are included with the application – see application documents D.02 and D.03.
- [14] Provision of a Site Validation Report ("SVR") upon completion of the remediation works is proposed.
- [15] The application includes a number of proposed consent conditions relating to the management of contaminated soils (conditions 30-37).

Consultant's Review

- [16] The ground contamination / NES-CS aspects of the application have been considered by the council's consultant site contamination specialist, Dr Ben Waterhouse. He has reviewed the DSI, RAP, and CSMP in the context of the proposed earthworks and land use change.

DSI

- [17] Noting that the preliminary site investigation ("PSI") carried out by e3Scientific Limited referred to in the DSI has not been provided with the application, Dr Waterhouse has based his review on the assumption that the PSI was sufficient for the site, and that the outcomes have of the PSI been communicated fully by EC Otago in the DSI.
- [18] Dr Waterhouse considers that while the DSI has identified soil contaminant sources and risk areas on site, the subsequent assessment of these activities is not thorough, due to either insufficient sample locations/numbers, omitting key or potential contaminants of concern, and/or lack of pathway assessment. Consequently, he believes the DSI has not delineated the contamination sufficiently enough for management and remediation to be implemented with confidence.
- [19] He acknowledges, however, that the majority of the site is proposed to be sealed, capping contaminated soils. This limits the pathway from soils to human and environmental receptors during operational phase for non-volatilising contaminants and reduces risk. Given the described history of the site, and the proposed end use, Dr Waterhouse considers that appropriate remedial and management solutions could be developed and implemented, and that this could be managed through conditions of consent.
- [20] Nonetheless, he advises that a more thorough assessment of the site, including a more fulsome investigation which describes the contamination and provides a more detailed assessment of the activities and contaminants of concern, is needed to inform management and remediation. He does not consider that the current DSI is sufficient to inform remedial solutions for the RAP and CSMP, and that the RAP provided with the application will require amendment, particularly as other areas of the site might also require further remedial or management actions.
- [21] He recommends that consent conditions be included to require that the DSI be updated to include a sampling and analysis plan ("SAP") that addresses these matters; and that the RAP and CSMP be updated to reflect the findings of the SAP/amended DSI.

RAP

- [22] As noted above, Dr Waterhouse does not consider the DSI has fully quantified the risk areas described in the PSI; and believes that the sampling undertaken is insufficient to adequately inform remediation areas. He notes that there has been no horizontal delineation of the burn pit and central workshop, building halos have not been sufficiently sampled (or sampled at all in some cases); and considers a fulsome assessment of these should be included in supplementary sampling, to inform remediation area required during construction or operation.

CSMP

- [23] Similarly, Dr Waterhouse notes that while the CSMP proposes procedures for soil management and unexpected discovery, there is a risk other contaminants and pathways will not be considered. For example, on the basis of the DSI results, there are no procedures for the management of asbestos-containing soils. The buildings on site were constructed in various decades where asbestos (and lead) were commonly used, and there is therefore a risk of asbestos presence, which is noted by EC Otago, but not fully assessed. He observes that the additional sampling recommended would inform a CSMP.
- [24] Dr Waterhouse considers that many of the more typical procedural areas covered in the CSMP (such as dust, stockpiling, erosion, stormwater, sediment control, unexpected discovery of contamination, PPE, record keeping etc.) could be more prescriptive; and that where areas of arsenic are extremely high and pose a particularly high risk, this be addressed with specific procedures and PPE requirements.
- [25] With regard to stormwater dewatering, Dr Waterhouse notes that EC Otago has recommended that there be no discharge to the network, and that a tradewaste consent be obtained to discharge to wastewater. Dr Waterhouse advises however that there might be locations on site and/or treatment options that mean water is suitable for stormwater discharge that avoids the need for tradewaste discharges or consenting.
- [26] Overall, Dr Waterhouse concludes that the DSI has not fully quantified the potential risks associated with the activities that have been identified on site, and that this has implications for the RAP and CSMP.
- [27] He considers however that, given the nature of the proposed land use, the shortfalls in risk characterisation and the subsequent implications for the CSMP and RAP can be resolved with appropriate consent conditions.
- [28] The full text of Dr Waterhouse's advice is included in Appendix 1.²
- [29] The applicant's expert has responded to the assessment concerns raised by Dr Waterhouse in his review and a written response to the review was provided to the DCC on 2 April 2026. The response identified areas in the review report from Dr Waterhouse where the applicant's expert disagreed with the review assessment and areas where there was agreement.

² Appendix 1 includes a letter from Dr Waterhouse dated 20 March 2026, and is based on the previous SLIP fast track application (which was withdrawn). Dr Waterhouse has subsequently confirmed that he has reviewed the documents provided with the current application and does not believe there are any material changes in respect of NES-CS matters.

- [30] The areas of disagreement highlighted in the applicant's response included; whether there was adequate consideration of all relevant pathways and receptors; the sampling of building halos; and the appropriate management of potential asbestos contamination.
- [31] The applicant's expert accepted that further delineation of the contamination identified in the DSI through additional sampling is required and this should be secured through the conditions of consent. There is also agreement that the CSMP and RAP plans should be subject to an expert review and certification prior to being finalised.
- [32] The DCC sought further advice from Dr Waterhouse on the remaining areas of disagreement and the suitability of revised conditions circulated by the applicant provided on 17 June 2026. Mr Waterhouse provided this advice on 23 July 2026, and it was supplied to the applicants. The additional email advice from Mr Waterhouse is included in Appendix 1.
- [33] Mr Waterhouse has considered the applicants experts response to his review, and the applicants proposed soil contamination conditions. He remains of the opinion that there are areas of incomplete assessment in relation to the DSI provided by the applicant, but he is satisfied that any outstanding issues can be resolved through minor amendments to the contaminated soils management consent conditions specified in conditions 30 to 37.

The Council's Conclusion

- [34] **The professional expertise of Dr Waterhouse is acknowledged, and the council accepts his assessment and advice, and agrees that soil contamination risks to human health can be managed through conditions.**
- [35] **The council considers that if works are undertaken in accordance with appropriate conditions, the subject sites are suitable for the proposed inland port activity and any effects on human health arising from soil disturbance and its change in use will be minimised to an acceptable low level of risk.**
- [36] **If the amendments to the conditions are made as proposed by Mr Waterhouse the council will be satisfied that the risks to human health arising from the proposed land use and disturbance of soil will be low and acceptable.**

Conditions

- [37] **Mr Waterhouse proposes changes to conditions 31, 32, 33, 34 and 35 and these proposed amendment are shown in Appendix 9.**

Transportation / Effects on the Safety and Efficiency of the Transport Network

2GP Assessment Rules 6.10.3.8, 6.10.5.2, 6.11.2.2, 6.12.3.2, 6.13.2.1, 16.9.4.7.b, 16.9.4.8, 16.10.2.2, 16.10.3.2, 16.12.2.1.f – these assessment rules relate to the transport-related aspects of the proposed Inland Port land use, alterations to Dukes Road, the high trip generator and addition of more than 50 new parking spaces elements of the proposal, the proposed width of the main vehicle access, and ancillary signage.

The assessment guidance included within the rules indicates that consideration is to be given to whether:

- ancillary signs are located and designed to avoid or adequately mitigate adverse effects on the safety and efficiency of the transport network
- vehicle accesses are limited in number and width, in order to avoid or adequately mitigate adverse effects on pedestrian and cyclist safety and ease of movement; and the safety and efficiency of the multi-modal transport network
- high trip generators are designed and located to avoid or adequately mitigate adverse effects on the safety and efficiency of the transport network
- alterations to the road are designed to provide for the needs of all users, and to integrate with surrounding land uses as appropriate for the surrounding environment and road classification hierarchy mapped area
- the location and design of the road minimises adverse effects on surrounding residential or other sensitive activities, including severance effects, changes to drainage patterns, and vibration, noise, glare and fumes from vehicle movements; and maintains or enhances the safety and efficiency of the overall transport network; and
- sufficient visibility is available where a driveway, vehicle track or road crosses an operational rail network via a level crossing, to maintain the safety of the road and rail users (Policy 6.2.4.6.b).

[38] The application advises that, in terms of site access, primary access to and egress from the SLIP site will be provided via a new vehicle crossing and intersection at the eastern end of the Dukes Road North frontage. A secondary emergency egress will be provided further west near the middle of the Dukes Road North frontage. This emergency access will be gated and secured to prevent everyday use.

[39] Dukes Road North will be widened around the new intersection and new road markings painted, with provision for left and right-turn access. The entry road will be two lanes wide for access to avoid queuing in the road reserve. A left-turn slip lane will be constructed within the Dukes Road North corridor for vehicles exiting the site.

[40] With regard to internal roading and parking, internal access roads have been designed to accommodate truck manoeuvring, with forward-in forward-out access to the warehouse yards, and turning areas provided at the road exchange areas. Trucks will exit the site via the internal circulation roads returning to the main access and exiting left onto Dukes Road North.

[41] Other vehicles (staff, visitors, port vehicles, contractors, etc) will also enter and exit the site via the main access. On-site parking will be provided in three locations within the site.

[42] The application notes that connection to the existing KiwiRail infrastructure located along Stedman Road is a key component of the SLIP. An extension of the existing rail siding track will be constructed to bring the line directly into the site from the branch line on Stedman Road, extending into the site in a northerly direction toward the Dukes Road North. Within the site, container handling machinery will be used to transfer and position containers onto the trains. (A 50-metre-wide hardstand pad will be developed adjacent to the rail siding to accommodate loading and unloading activities associated with rail operations.)

[43] Two road exchange areas are proposed within the site, for the transfer of containers (both empty and full) between road and onsite storage or handling areas. The road exchange areas are somewhat confusingly named “Road Exchange 2”, which will be established during Stage 1, and “Road Exchange Area 1”, which will be established during Stage 2.

[44] The application includes an Integrated Transport Assessment (“ITA”) prepared by Stantec New Zealand, dated 15 April 2026 (refer application document B.12).³ The ITA concludes:

...the proposed Inland Port will contribute to area wide benefits by reducing the need for freight to be transported by road to or from Port Chalmers as the site will be linked by the railway network. This will reduce heavy vehicle volumes on SH88 and also on SH1 within central Dunedin. Although the Inland Port will contribute to some increase in truck movements on SH87 as the site develops [150 additional truck movements per day on average, at Stage 3], the additional volume of trucks represents about 1% of the existing traffic volume on Gordon Road through the Mosgiel town centre. This will not contribute to noticeable operational or road safety effects on the road network.

[45] The application proposes several transport-related consent conditions to secure:

- A detailed design for improvements to Dukes Road North and construction implementation (conditions 72-75)
- Appropriate provision of parking and manoeuvring (conditions 76-80)
- A detailed design for the proposed rail siding and construction implementation (conditions 81-83).

[46] In response to a further information request from the Panel an addendum to the ITA was provided on 31 July 2026.

Review by DCC Transport

[47] The transportation aspects of the application have been considered by the council’s senior transport planner, Ms Helen Chapman, and transport planner, Mr Reese Martin.

Public Rooding Upgrades/Improvements to Dukes Road North

[48] Ms Chapman and Mr Martin describe the existing roading environment, noting that Dukes Road North forms the main access between the site and SH87⁴. Duke’s Road North has been identified as suitable for a High Productivity Motor Vehicle (HPMV); and is an important connection in the local road network, providing access between SH87 and Three Mile Hill Road as an alternative roading link between Mosgiel and Dunedin. Provision of footpaths in the area is fragmented and provides poor connectivity, particularly with Mosgiel to the southeast.

[49] Ms Chapman and Mr Martin note that the proposed upgrades to Dukes Road North, including a new access into the site, are a key aspect of the proposal. They consider that it is critical that the council has oversight of the design, construction and testing of the upgrades because any improvements to the road will be vested in council. They express concern that proposed

³ An earlier iteration of the ITA is appended to the *Stantec Civil Works and Earthworks* document (B.16). That ITA, dated 13 February 2026, is the version that was included with the original substantive application.

⁴ The part of SH87 that is relevant to this proposal is named Gordon Road.

condition 81 merely requires that the design plans for roading upgrades be submitted to the council, but not certified, and recommend that this be amended.

- [50] Ms Chapman and Mr Martin observe that it is not clear from the application plans what extent of Dukes Road North is to be upgraded as part of the development works; and that the concept designs provided appear to provide for upgrades from the emergency egress to just beyond the main site entrance only. They advise that Dukes Road North, east of Stedman Road is currently not formed to a standard that would be suitable for the anticipated heavy vehicle volumes; and that the upgrades should include the full length of the carriageway, from the Stedman Road intersection (including the level crossing) to the northern end of the site's road frontage.
- [51] With regard to the design of the main site entrance, Ms Chapman and Mr Martin note that the 28m crossing width proposed is greater than the maximum 9m permitted by the district plan, but consider the formation of an intersection style access such as the one proposed is necessary to support safe movement of B Trains and container trucks to and from the site. They consider that impacts on pedestrians associated with the 28m access width will be low due to the location of the site/entrance on the edge of an industrial zone with low pedestrian movements other than those generated from the site. Nonetheless, they recommend that a pedestrian crossing be integrated into the design of the main vehicle entrance to ensure any pedestrians crossing the main entrance can do so in a safe manner.⁵
- [52] Ms Chapman and Mr Martin advise that in pre-application meetings with the applicant, the DCC requested that concept designs for the intersection allow for a greater length in the right turn bay, to allow for stacking space of approximately 56m for two B trains, should two B trains seek to access the site at the same time. They note that the plans appear to provide for only 30m, and recommended that this be amended to 56m at the detailed engineering design stage, to minimise the risk of heavy vehicles blocking Dukes Road North while waiting to turn right into the site.
- [53] In terms of street lighting, Ms Chapman and Mr Martin recommend that the street lighting be extended along Dukes Road North from Stedman Road to the site entrance, to ensure the safety of the new access/intersection.
- [54] In terms of the provision of footpaths, Ms Chapman and Mr Martin note that despite being discussed in pre-application meetings and discussions with the applicant, the application does not provide for the formation of a footpath along the Dukes Road North frontage (connecting into the existing footpath on Stedman Road) together with a pedestrian crossing across the Taieri Branch Railway Line.
- [55] Ms Chapman and Mr Martin request clarification about whether swales parallel to Dukes Road North will be vested in council or part of the SLIP, observing that the boundary locations in the application plans are unclear. They support the applicant retaining responsibility for maintaining vegetation along the site frontage.

Internal Site Layout, Including Circulation, Parking , Manoeuvring and Loading

- [56] Ms Chapman and Mr Martin note that the site's internal roads have been designed and will be constructed to a higher standard than required through the 2GP and Code of Subdivision. They consider that the internal site layout will be able to be designed to comply with the

⁵ Ms Chapman and Mr Martin note that the emergency exit access will also exceed the 9m maximum width (being 13.7m wide), but acknowledge that it is to be a gated, emergency only exit, and as such do not raise any concerns about it.

parking, manoeuvring, and loading standards required by the 2GP. They do however request that the parking and manoeuvring conditions proposed by the applicant be amended to refer to the 2GP specifications/requirements, rather than the AS/NZS 2890.1:2004.

- [57] With regard to signage, DCC Transport considers that any effects associated with the signage can be adequately managed by the conditions proposed by the applicant.

Wider Transport Network Effects

- [58] Ms Chapman and Mr Martin acknowledge that the proposed shift to greater use of rail freight is expected to have positive safety, emissions, and amenity benefits, by reducing heavy vehicles passing through the central city and the West Harbour communities on SH88.
- [59] However, they advise that there are existing safety and capacity issues on the Mosgiel transport network that might be exacerbated by a localised increase in heavy vehicles. They consider that the anticipated additional 150 heavy vehicle movements per day expected to connect to SH1 via Dukes Road North and SH87/Gordon Road (at Stage 3) will have a noticeable impact on the wider transport network. While these represent a 1% increase in total traffic on SH87 through Mosgiel, this is a proportionally significant increase (30%) in the existing 500 heavy vehicles movements per day currently occurring. In addition to this, at Stage 3 the site will generate 250 light vehicle movements per day and 230 heavy vehicle movements per day along Dukes Road North.
- [60] Nonetheless, Ms Chapman and Mr Martin do not consider that this means the applicant should carry out significant improvements to the wider Transport network to mitigate traffic impacts that will be created by the proposed activity. NZTA and DCC are currently working on a Mosgiel Transport Study and SH87 Optimisation business case, to identify what improvements to the Mosgiel transport network are needed (especially in respect of SH87 and the connection to SH1); and it is anticipated that potential interventions to improve freight movements will be identified as part of this work. I note that development contributions will be payable on the development that will assist with growth related improvements to the wider network.
- [61] Overall, DCC Transport considers that the impacts of the SLIP on the wider transport network can be managed via localised roading improvements to Dukes Road North, to be undertaken by the applicant, and targeted improvements to the wider transport network by DCC in collaboration with NZTA.
- [62] MS Chapman and Mr Martin recommend a number of consent condition additions and amendments that reflect their advice above. These are included with the full text of their advice, which is attached in Appendix 2.

Further information and Issue Resolution

- [63] Following the review by Ms Chapman and Mr Martin the applicant circulated updated conditions that were lodged with the EPA on 17 June 2026. DCC Transport noted that the draft conditions did not adequately address all of the matters that were raised and discussed with the applicant following lodgement of the application. The matters raised by DCC Transport in response to the June 17, 2026, conditions were circulated to the applicant. The changes sought by DCC Transport are summarised as follows:
- A certification process for approving roading design plans should be included in the consent conditions,

- The upgrading of the full length of Dukes Road from the Sedman Road intersection to the end of the sites frontage on Dukes Road North is appropriate,
- The formation of a 2m wide foot path along the Dukes Road North Frontage connecting to the existing footpath on Stedman Road via a pedestrian crossing across the Taieri Branch Railway Line,
- Clarification is sought on the location of northern boundary of the site in relation to the proposed roading design, swales and road and footpath formation,
- a construction testing process from roading improvements and footpaths similar to a new subdivision is appropriate,
- A pedestrian crossing should be incorporated into the main 28m wide access design,
- 56m of queuing space should be provided for B-Train vehicles within a new turning lane,
- A parking and loading lighting standard should be included, and
- The 2GP parking standards should be used rather than those specified in AS/2890.1:2004

[64] These matters were discussed with the applicant's representatives, and some progress has been made in narrowing of the issues discussed. The applicant recently supplied plans and cross sections on 7 August 2026 clarifying how the footpath and swales might be accommodated in the final roading design. The plans provided show the applicant's intention for swales and the footpath to be located within the site boundary. This makes sense in relation to the maintenance of the swales as part of stormwater and flood hazard management, but it will mean that a pedestrian Right of Way easement in gross in favour of the DCC will be required to secure public use of the footpath. This will require an additional application under Section 348 of the Local Government Act.

[65] It is noted that the applicant will be required to pay substantial development contributions to address growth related transportation network improvements under the DCC Development Contribution Policy. It is not entirely clear where the line is drawn in relation to the direct costs of improvement works to be paid for by the applicant and growth related works, but it seems reasonable that any conditions imposed to require roading improvements on the consent at the applicants cost are for works that are reasonably necessary to adequately mitigate the adverse effects of the proposal.

[66] The Panel sought further information on transport matters on 17 July 2026 in Minute 4 and the information provided prior to the deadline of 31 July 2026 by the applicant has been considered by the DCC Transport Department. A revised DCC transportation review assessment dated 7 August 2026 is attached in Appendix 2.

[67] The revised transport review assessment concludes that:

Overall, Transport considers that the Southern Link Inland Port is unlikely to result in adverse impacts on the Dunedin transportation network and that any impacts will be able to be adequately managed

- [68] DCC Transport proposes conditions, amendments to conditions and advice notes to ensure adverse effects are appropriately managed. The proposed conditions from the DCC Transport Department have been reviewed from a planning perspective and some minor changes have been made in the recommended conditions in Appendix 9 to ensure they are appropriate. For example, the request that plans be “approved” in Condition 72 has been replaced by a requirement for certification. While the road changes are ultimately subject to landowner approval from the DCC, requirements for additional approvals in consents are not appropriate for resource consent conditions.
- [69] In relation to the new conditions and amendments proposed By DCC Transport there are some outstanding areas where there is likely to disagreement between the position of the applicant and DCC Transport. The DCC Transport proposals to address these outstanding matters through conditions will ultimately need to be determined by the Panel. An example where this a difference of view is in relation to the pedestrian crossing over the railway line. To make the proposed footpath to the site safe and efficient DCC Transport seek that Condition 72.3(g) requires the footpath design to connect to Stedman Road. This connection is across a railway line, and therefore construction of the railway crossing connection will require a 3rd party approval from Kiwi Rail. While this connection is considered appropriate, I note that the design and construction of this connection may need to be addressed outside the consent process as it is not entirely within the applicants control. One option would be to require its inclusion in the roading design but not require the applicant to construct the crossing under the consent allowing the implementation approval and future construction to be addressed outside the consent.
- [70] Another example of likely disagreement is identified by DCC Transports recommendation for proposed condition 72.3(h) that seeks that lane widening extending from Stedman Road be undertaken by the applicant as this is not currently part of the concept drawings for road upgrades. The applicant may not agree this is necessary for the safety and efficiency of the proposed activity, and it may consider that the additional upgrading of the road along the applicants frontage is a matter more appropriately addressed by development contributions that it will pay for growth related transport upgrades.
- [71] It is also noted that the DCC does not have any expertise in relation to the design and construction of railway infrastructure but the need for its involvement in reviewing the works appears limited. The proposed siding will primarily be constructed within the applicants site and where a connection is made to existing rail infrastructure an approval will be required from KiwiRail. On that basis no proposed corresponding changes have been recommended to the rail siding conditions to require certification of design plans.

The Council's Review and Conclusion

- [72] **Transport is a key effects issue that will have impacts in the immediate environment and further afield. In terms of potential adverse effects on the wider transport network however, the volume of traffic on SH87/Gordon Road has been the source of much public disgruntlement for many years, and this dissatisfaction has been reignited by the current SLIP proposal.⁶ Over the last three decades or so, the council has been involved**

⁶ Recent Otago Daily Times articles include:

- *Plea to plan ahead to mitigate Mosgiel transport headaches* - ODT issue 14 May 2026
- *NZTA criticised over Mosgiel traffic priorities* - ODT issue 25 May 2026
- *Minister 'hiding behind percentages' on road changes* - ODT issue 25 May 2026
- *Mosgiel traffic to be monitored* - ODT issue 27 May 2026

in various discussions and investigations into the establishment of a heavy traffic bypass, or other methods to manage or remove heavy traffic from Gordon Road. A Mosgiel Transport Study and SH87 Optimisation business case referred to by Ms Chapman and Mr Martin appears to be the latest/most current iteration of these investigations.

- [73] Stantec have concluded that the proposal "...will not contribute to noticeable operational or road safety effects on the road network", although it is noted the prospect of 150 additional heavy traffic movements per day may be perceived quite differently by Mosgiel residents and commuters. DCC Transport has considered the proposal and the ITA and its addendum and it also concludes that the proposal is unlikely to result in adverse impacts on the local road network. Therefore, the DCC position is that subject to compliance with its recommended conditions, that adverse effects on the safety and efficiency of the Dunedin transport network can be appropriately managed.
- [74] DCC Transport requests additional conditions and amendments to the applicants proposed conditions to address any outstanding matters through conditions. The details relating to these condition are discussed below .

Conditions

- [75] The proposal for additional and amended transport conditions are included in Appendix 9 and they are discussed briefly below.
- [76] The amendments to Condition 72.1 will provide for certification of the design plans and this is considered reasonable.
- [77] The amendments to Condition 72.3 are included but they are in a red font as they are likely to be in contention.
- [78] The proposed change to condition 73 is considered acceptable as the inclusion of the words "generally in accordance" should provide sufficient flexibility for the applicant.
- [79] The proposed amendment to Condition 74 and additional conditions shown as X and Y relate to the desire by DCC Transport to ensure works undertaken within its road are of an acceptable standard and do not generate unnecessary costs to ratepayers. These conditions have been included in recommended changes in Appendix 9 but there may be other options to ensure the works are of an appropriate standard. For example, an alternative approach that could be considered is the approach that was used for the Smooth Hill landfill approval as follows:

The completed road upgrade and realignment works must be certified by a suitably experienced Chartered Professional Engineer (CPEng) that they have been completed in accordance with the detailed design referred to in Condition 14(b). That certification must be provided to the Transport Manager, Dunedin City

- [80] The proposed change to Condition 77 to use a 2GP performance standard rather than an industry standard is considered reasonable. By including a date stamp in the condition, it

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- *MPs visit Mosgiel to discuss traffic safety, inland port* - ODT issue 15 June 2026
 - *Opinion: let's get full picture of Mosgiel traffic* - ODT issue 1 July 2026

will address the concerns raised by the applicant in relation to District Plan provisions changing over time.

Large Scale Earthworks:

[81] Earthworks will occur at all three stages as follows:

Large earthworks volumes are anticipated (approximately 250,000 cubic metres of total cut material) to facilitate excavations to subgrade levels for the various Site facilities and structures. Expected subgrade depths for major Site facilities (excluding footpaths) are approximately 0.6 to 0.7 m bgl. The greatest depths (0.7 m bgl) are anticipated at the Container Depot where the heaviest applied loads are likely. The preliminary cut/fill balance has been assessed as part of the Geometrics and Grading report included in the Substantive Fast-Track Application package and indicates a net cut volume of approximately 171,000 m³, including topsoil (some of which will be stockpiled on Site during construction). The cut/fill balance is expected to be further assessed during detailed design to evaluate stockpile requirements, the use of excavated materials as fill for noise barrier bunds or other appropriate applications, and/or the potential off-site disposal of some excavated material.

[82] Disposal will be required for significant amounts of uncontaminated surplus soil, and this will necessitate a significant number of truck movements during construction phases 1 and 3. Disposal considerations are being left to the design stage under proposed conditions 21(f) and 38(3)(h). The likely number of truck movements per hour are identified but there is no information on the routes to be followed and disposal locations. At Stage 1 most of the excavated soil is to be either stockpiled or used for a bund along the eastern boundary.

[83] The estimated disposal volumes are identified in page 39 of the draft construction management plan (CMP). Most of the disposal will occur at Stage 3 where nearly 40,000m³ of spoil will be removed from the site. At Stage 1 8000m³ of spoil will be removed from the site. The estimated volumes are as follows:

Table 7: Earthworks - Cut / Fill Report

Stage	Approx. Area (Ha)	Bulk Cut (m ³)	Bulk Fill (m ³)	Stockpile (m ³)	Net (m ³)
Stage 1	28.43	101,600	71,000	22,600 <cut>	8,000 <Waste>
Stage 2	12.83	10,200	32,800	22,600 <fill>	0
Stage 3	4.84	40,600	1,100	0	39,600 <Waste>

[84] Under the 2GP the proposed Large Scale Earthworks exceeding small scale thresholds are a restricted discretionary activity and the application also proposes potential contraventions of Rules 8A.5.3 (batter gradient), 8A.5.4 (setbacks), 8A.5.6 (setback from network utilities), 8A.5.8 (removal of high class soil) and 8A.5.10 (setback from water bodies). The 2GP assessment considerations for large scale earthworks and the contravention of specified earthworks standards are as follows:

- Effects on visual amenity

- Effects on amenity of surrounding properties
 - Effects on the stability of land, buildings, and structures
 - Effects on biodiversity values and natural character of riparian margins (works within 20m of water body)
 - Effects on public access (works within 20m of water body)
 - Risk from natural hazards (Hazard Overlay zone)
 - Effects on health and safety (GPMA)
- [85] These assessment matters are considered in various sections of the DCC comments document below.
- [86] The proposal also seeks to contravene Rule 8A.5.8 by removing high class soil from the site.
- [87] While the applicant does not seek to contravene the 2GP Sediment Control and Dust performance standards the non-complying activity status provides for a broad assessment of effects and these elements and accidental discovery during the works are considered in the assessment below.

Earthworks: Sediment Control; Dust Management; Disposal; Accidental Discovery

- [88] Sediment Control is a very important effects consideration given the large site, the significant area of the work and the earthworks volumes proposed, stockpiling proposals, the flood prone nature of the site, and the proximity of works to the Silver Stream on the southern boundary of the site.
- [89] The applicant proposes control will be achieved through temporary sediment retention ponds, silt fences, separation of clean and dirty water flows via clean water bunds, cut-off drains and dirty water bunds. The location of proposed erosion and sediment controls are depicted on the Concept Erosion and Sediment Control Plans (Part E of substantive application).
- [90] The applicant proposes to secure appropriate management of sediment run-off during lengthy construction phases through detailed design work prior to earthworks commencing and Management Plans. A CMP will be submitted and certified and detailed Erosion and Sediment Control Plans will be prepared by a suitably qualified person, submitted and certified prior to the commencement of each development stage. This approach will be secured under draft Conditions 3, 4, 20, 21, 40, 41, and 42.
- [91] In relation to dust the application identifies that standard dust suppression and management practices will be implemented including the staging of earthworks, hydroseeding of any bunds or stockpiles, and water application / spraying (as necessary). The effects management measures for the proposed earthworks including dust will be detailed in the CMP, which is required to be prepared and implemented as a condition of consent.
- [92] In relation to the disposal of excess soil there is limited information provided in the application. It is noted there is time for this to be explored as most of the Stage 1 excavation spoil will be used to create a bund along the eastern boundary and will be stockpiled for reuse

at Stage 2. The largest volume of soil will be disposed of at Stage 3 where approximately 40,000m³ of material requires off-site disposal.

- [93] Effects issues can arise with the disposal of large amounts of spoil by trucks if a disposal location is selected that is not authorised as a landfill and additional resource consents may be required for the deposition activity. It is noted that Condition 35 of the DCC consent controls disposal of contaminated material and it requires the disposal of potentially contaminated spoil to an approved facility, but Conditions 21 and 38 for earthworks simply require the identification of a location for offsite disposal. An additional condition is considered appropriate to ensure disposal of uncontaminated spoil from the site is to an approved or permitted location.
- [94] During earthworks over a large area accidental discovery of archaeological material may occur. The site is not identified in the 2GP as an known archaeological site, or located with the Archaeological Alert Layer mapped area and the suite it is not located within a Wāhi Tupuna overlay. Nevertheless, the applicant has identified that the site was occupied before 1900 and has pre-1900 farm buildings. The applicant has therefore obtained an Archaeological Authority from Heritage New Zealand for proposed demolition and excavation works. This authority places conditions on the works. In addition, the applicant includes an accidental discovery condition as Condition 44.

The Council's Review and Conclusion

- [95] **The applicants proposals recognise the significant scale of the earthworks, and the potential for adverse effects and an acceptable management approach is outlined. Detailed design will be necessary to secure effective management of earthworks and control of sediment run off and there are conditions in place to ensure that finalised designs are submitted at each stage and in the case of the erosion and sediment control plans that they are reviewed and certified. This approach is considered acceptable by the DCC.**
- [96] **The proposal also includes appropriate conditions for the control of dust to be detailed within a Construction Management Plan and for accidental discovery of archaeological material.**
- [97] **The panel may want to consider including an additional condition to ensure the disposal of surplus soil from the site is either to an approved landfill facility, a consented alternative location, or otherwise in accordance with District Plan fill deposition performance standards.**

Conditions

- [98] **An additional condition for disposal of excess spoil is included in Appendix 9.**

Earthworks: Effects on the Maintenance of High Class Soils Resource

2GP Assessment Rule 8A.6.4.1 – this assessment rule relates to the proposed removal of high class soils from the site.

The rules indicates that consideration is to be given to the maintenance of the high class soils resource with potential circumstances that may support an application identified as: the proposal will involve productive rural activities; the development design will minimise effects on high class soils within the site; the soils are being removed to enhance the productivity of another site.

- [99] The application proposes earthworks that will strip 126,100m³ of topsoil over the three stages of the SLIP development. This soil resource is classified as High-Class in the 2GP, and its removal is restricted in the Plan.
- [100] The DCC research and monitoring officer, Mr Garreth Kyle, has advised that 94.28% of the site is LUC 1 land; and that across the Dunedin City area, there are 3082.36 hectares of LUC 1 land, all of which is located on Taieri Plain. Of this total, 40.06 hectares are within the subject sites, meaning 1.29% of LUC 1 land in Dunedin will be impacted by the Inland Port.
- [101] The application suggests that the site is not currently used for productive purposes; and that the benefits of the SLIP outweigh the local, regional and national benefits of retaining the land as rural farmland. It suggests the SLIP will indirectly support land-based primary production by improving port access, although the application concedes that it will not directly provide for supporting productive rural activities on the land.
- [102] The application includes a land assessment prepared by AbacusBio Limited (2026), which notes that the site is on LUC 1 land; and concludes that permanent and long-term constraints relating to location, soil drainage and flooding risk mean that land-based primary production cannot be viably sustained on the site for the next 30 years. The assessment finds that development of the proposed SLIP would avoid significant loss of productive capacity, avoid fragmentation of large cohesive tracts of HPL, and mitigate reverse sensitivity effects on surrounding land-based primary production.
- [103] Having regard to the three factors identified as long term constraints being location, soil drainage and flooding risk, it is acknowledged the location of the site adjacent to an industrial zone and accept that there are entry restrictions that arise from a stream and railway line on the eastern and southern boundaries.
- [104] The issue of flooding is also acknowledged in relation to the poor drainage of the soils, but it is noted note the majority of the Taieri Plain is subject to flood risk and it is not unusual for fertile soils to be subject to a flood risk.
- [105] The assessment also identifies that the soil are Pallic which means that are more likely to be use for pastoral grazing that more intensive productive uses. The ORC website describes Pallic soil as follows:

Pallic soils, as their name suggests, are pale due to low contents of iron oxides. They are mainly formed from fine wind-deposited silt (loess) and have weak soil structure and high density in subsurface horizons. They are typically dry in summer and wet in winter.

- [106] In relation to the 2GP assessment guidance on whether a proposal of this scale that will result in the loss of high-class soils is acceptable it is apparent that the proposal will not involve productive rural activities, the development design will not minimise effects on high class soils within the site, and the proposal does not seek to minimise effects on high-class soils or propose to reuse the soils productivity on another site.

The Council's Review and Conclusion

- [107] It is proposed to strip 126,100m³ of topsoil over the three stages of the SLIP development; and to utilise the entire site for SLIP activities. In this respect, the effects of the proposal on the retention of high class soils and carrying out of productive rural activities within the site are deemed to be adverse. There are also no proposals to reuse the soils productively on another site.
- [108] The degree of significance regarding the loss of 1.29% of the city's LUC 1 land for a single development is a matter of interpretation. While this percentage might appear small in isolation, the piecemeal loss of finite, high class soils can create an adverse cumulative effect over time.
- [109] While the soils within the site are specified in the 2GP as High-Class soils the applicants expert assessment considered in more detail at the nature of the soils within the site. It identifies the site's soils are Pallic soils and therefore they are more likely to be used for pastoral grazing than intensive cropping due to their drainage characteristics. This is a consideration in determining the significance of the adverse effect.
- [110] In the context of the district plan, which seeks to maintain and enhance the productivity of rural activities in the rural zones by retaining high class soils on site, the likely adverse effects on the maintenance of high class soils associated with this proposal are assessed as being more than minor. No mitigation is proposed in the application. It is, however, accepted that in this case the soils are Pallic and there are some constraints to their productive use. It is also acknowledged that the adverse impact on the high-class soil resource needs to be considered in the context of the signalled potential use of the site as an inland port in the FDS and the overall economic benefits of the proposal.
- [111] High class soils and highly productive land are discussed further under the *National Policy Statements* heading below.

Conditions

- [112] No additional conditions or amendments to conditions are recommended but it may be possible for the applicant to look at potential productive reuse of the soils as a mitigation when disposal options for uncontaminated soils are being considered.

Earthworks: Groundwater

2GP Assessment Rules 8A.7.3.6 and 9.6.2.3 – these assessment rules relate to health and safety.

The rules indicates that consideration is to be given to the degree to which earthworks could breach or reduce the protective mantle of the groundwater protection mapped area and increase the risk of groundwater contamination

- [113] The application includes a groundwater assessment prepared by Stantec (application documents B.11(1) and B.11(2) which provides an assessment of the existing groundwater environment at the site and evaluates potential hydrogeological effects arising from construction and operation of the SLIP.

- [114] The Stantec assessment finds that in terms of groundwater levels, excavations are not expected to encounter groundwater, and no dewatering is anticipated. Site development (e.g., buildings, pavement) will reduce local recharge but only at a minor scale, with negligible effect on regional groundwater levels.
- [115] It also finds that:
- no contaminants will be discharged to groundwater as part of site construction or operation, and minimal impacts on groundwater quality are expected.
 - the proposed unlined stormwater attenuation pond might allow limited seepage, but calculations indicate seepage volumes would be modest and groundwater levels are unlikely to reach the pond base except during extreme recharge events
 - no groundwater abstraction is proposed, so there is no risk of drawdown effects / surface water depletion on Silver Stream or other surface water bodies
 - no effects on existing or future groundwater users are anticipated.
- [116] Stantec recommends that short-term groundwater level monitoring be continued, to strengthen the baseline dataset prior to and during construction.
- [117] Overall, the Stantec assessment concludes that the proposed SLIP will have negligible effects on groundwater levels, groundwater flow patterns, groundwater quality, or groundwater users; and no significant hydrogeological constraints are identified.
- [118] The applicant originally proposed several groundwater-related conditions of consent (conditions 46-50) for inclusion in the suite of DCC consent conditions, but these were removed in the updated June 17, 2006, conditions. This was on the basis that the management of adverse effects on groundwater is primarily an ORC matter and the effects can be appropriately managed under ORC consents.

The Council's Review and Conclusion

- [119] **The council generally accepts the findings of the Stantec assessment that excavations are unlikely to intercept the water table and that regional groundwater levels will not be significantly impacted. It acknowledges that Stantec expects the proposal to have negligible effects on groundwater levels and flow patterns, and minimal impacts on groundwater quality.**
- [120] **While land use consent is required for earthworks in groundwater protection areas the council also accepts that the adverse effects can be adequately managed under ORC consent conditions without the need for DCC land use consent conditions. It is satisfied that compliance with ORC requirements will ensure that the proposal will not compromise the groundwater protection mapped area, and any risk of groundwater contamination, is appropriately managed.**

Conditions

- [121] **No additional conditions or amendments to conditions are recommended.**

Earthworks: Effects on the Stability of Land, Buildings and Structures

2GP Assessment Rules 8A.6.3.1, 8A.6.3.2, 8A.7.2.1.c – these relate to potential breaches of the maximum batter gradient set out in the 2GP, construction of swales within the boundary setback(s), and the large-scale earthworks proposed.

These rules indicate consideration is to be given to whether earthworks and associated retaining structures are designed and located to avoid or minimise, as far as practicable, adverse effects on the stability of land, buildings, and structures by using a batter gradient that will be stable over time; and by being set back an adequate distance from property boundaries, buildings and cliffs.

- [122] The application sets out details of the proposed site clearance and earthworks in section 2.7 of the Application Report document (document A.02). The geotechnical effects associated with these works are discussed under Section 6.9.
- [123] The application includes a Geotechnical Desktop Study and Appraisal prepared by Stantec New Zealand, dated 20 February 2026, which concludes:

Based on the review of available information and preliminary site assessments, the available data is considered sufficient to support the resource consenting process. Upcoming ground investigations will further improve the characterisation of Site ground conditions and groundwater levels at the detailed design stage, allowing for in-depth assessments of risks and potential mitigation methods.

- *Test pits and NZGD data provide a consistent subsurface profile supported by regional geology, with fine-grained soils overlying a sand/gravel layer, followed by additional interlayering of fine-grained and sand/gravel layers. Thicker deposits of the uppermost fine-grained soil layer are expected in southeastern areas of the Site near Silver Stream.*
- *On-site groundwater level measurements, as well as assumptions based on hydrogeological assessment of topography and regional datasets, are considered reasonable for preliminary design.*
- *The anticipated excavation to subgrade level will partially remove weaker soils, reducing the immediate large settlement risk, though manageable risks remain in areas potentially containing clay or highly plastic silts. Long-term settlement risk relating to Site operations can be assessed during detailed design, with improved identification and assessment of potentially compressible soils following additional Site geotechnical investigations.*
- *Preliminary earthworks volumes and material sourcing strategies have been identified, with the client's commitment to manage fill requirements.*
- *Regional mapping and preliminary assessment of NZGD data indicate relatively low liquefaction risk overall for the expected site conditions (based on estimated LPI and settlements), with manageable lateral spreading risk near Silver Stream. Site-specific seismic hazard and liquefaction susceptibility shall be further quantified during detailed design to reduce uncertainties.*
- *Slope stability risks are anticipated along Silver Stream based on the identification of potential instability features from aerial imagery and LiDAR topography data. Given the relatively consistent geology across the Site, instability is possible (assuming some triggering mechanism resulting from a change in ground*

conditions) at any point along the stream boundary, including locations outside of the already identified instability areas. Field surveys and ground investigations shall be undertaken prior to design to characterise the existing slope conditions and obtain geotechnical data for stability assessments. Field findings will be used to inform mitigation methods for design.

- *Targeted geotechnical investigations are strongly recommended (and as stated above, expected to proceed) at the start of the design phase to confirm site ground conditions, establish the Vs30 in case the SNZ TS 1170.5:2025 pathway is adopted, and acquire data to quantify the hazards identified above.*

- [124] The Stantec Study suggests that existing information and supporting data was sufficient to support this application; and that future design stages/work will address the identified residual geotechnical risks and mitigation measures needed.
- [125] Earthworks are also discussed in the Stantec *Civil Works and Earthworks Report* (refer application document B.16).
- [126] The application originally proposed several earthworks-related consent conditions (original conditions 16, 17, 19 and 38-43). These required provision and implementation of a construction management plan (including an Erosion and Sediment Control Plan), and detailed design plans and drawings for the earthworks.

Consultant's Review

- [127] The land stability aspects of the proposed earthworks have been considered by the council's consultant geotechnical specialist, Mr Matt Fitzmaurice, who has provided a review of the application and supporting reports against 2GP earthworks rules. He observes:

We note a number of cut and fill batters are proposed at various locations around the site. The 2GP (Rule 8A.5.3.1) states the maximum allowable batter gradients to be 1V:1H for cut batters and 2V:1H for fill batters. Most swale batters are stipulated to be 4H:1V in the concept design drawings, with one instance at 2.5H:1V – these appear to meet the 2GP requirements. Other batters (e.g. fill bunds) are noted on the drawings without a stipulated batter gradient – we recommend the proposed DCC Land Use Consent condition 16(a) be amended to stipulate that the stability of all permanent and temporary slopes must be assessed.

The Geotechnical Desktop Study and Appraisal report mentions the potential impact of the proposed earthworks on adjacent land, buildings, structures, and infrastructure but there is insufficient information available to quantify the impacts at this stage. Where potential impacts have been identified, geotechnical investigation and assessment is planned during the detailed design stage to better define these impacts. This appears reasonable for this stage of the project, however we recommend DCC and/or ORC consider including a consent condition requiring these potential impacts to be assessed, and for the impacts or the mitigations to be accepted by the relevant asset owner.

- [128] Mr Fitzmaurice recommends that, in addition to amending condition 16 as originally proposed that a consent condition be included to require that the potential impacts on adjacent land, infrastructure, buildings, and structures be assessed, and for the impacts or any mitigations to be accepted by the relevant asset owner.

- [129] He also suggests that a condition to require a peer review at the detailed design stage could be appropriate, given the relatively high-level and conceptual nature of the application documents.
- [130] The full text of Mr Fitzmaurice's advice is appended as Appendix 3.
- [131] The applicant responded to the advice from Mr Fitzmaurice by making amendments in the June 17, 2026, updated earthworks conditions (Conditions 17, 18, 19, 21 and 38-43).
- [132] The revised conditions have been reviewed by Mr Fitzmaurice and he is satisfied that the applicant has adequately addressed the suggestions he made in his Geotechnical Review letter in relation to earthworks, and he has not recommended any further changes to the applicant's draft earthworks conditions in regard to geotechnical considerations.

The Council's Conclusion

- [133] **The earthworks information provided in the application is high level and lacking specific detail. The applicant has proposed that the necessary detail be provided in management plans and through earthworks designs submitted prior to commencement of construction/earthworks activities.**
- [134] **In the applicant's amended conditions document Condition 17 now includes a requirement to investigate the stability of all permanent and temporary slopes. Condition 19 provides for a response in the event potential impacts on adjacent land, infrastructure, buildings and structures, prior to earthworks commencing which is supported by the council. It is noted the wording of the condition appears to make the condition subject to a 3rd party approval (Condition 1.b), therefore it may be appropriate to reword the condition to require consultation with the potentially affected party on appropriate mitigation. This is considered acceptable as civil liabilities would still apply to any works undertaken by the applicant that would result in damage to adjacent land.**
- [135] **The council considers that if works are undertaken in accordance with the revised conditions, potential adverse effects on the stability of land, buildings, and structures will be adequately mitigated and the risk to land and buildings will be low.**
- [136] **Geotechnical matters are discussed further under the *Risk from Natural Hazards* heading below.**

Conditions

- [137] **An amendment to the applicant's proposed condition 19 to address the issue of a 3rd party approval is included in Appendix 9.**

Earthworks: Effects on Network Utilities

2GP Assessment Rules 5.7.4.2.b and 8A.6.3.8.b – these rules relate to construction of the northern swale in proximity to a watermain and a telecom line.

These rules indicate consideration is to be given to whether earthworks are set back an adequate distance from network utilities to avoid damage to existing network utilities; and obstruction of access to existing underground network utilities.

- [138] The application indicates that consent is sought for large-scale earthworks greater than 350mm in depth and within 1.5m of a watermain and a telecommunication line.
- [139] These utilities are shown on the Affected Services plan included as part of Appendix A to the Stantec Civil Works and Earthworks Report (refer application document B.16). This report indicates that the location of the earthworks will be confirmed during the detailed design process; and that the construction management plan will set out the measures necessary to manage effects on network utilities. It states that the service providers will be consulted with and any necessary approvals obtained from them.
- [140] As noted under the *Earthworks: Stability of Land, Buildings and Structures* heading above, a number of consent conditions are proposed to manage earthworks. Network utilities are specifically mentioned in the proposed conditions 21(r), 23 and 38(f). Condition 21(r) requires existing utilities to be detailed in the development of a CMP, Condition 23 requires access to utilities to be maintained during the construction phase and conditions 38(f) requires detailed earthworks design and drawings to include network utility setbacks.

DCC City Growth / 3 Waters

- [141] In terms of the proximity of earthworks to the DCC watermain, the applicant has liaised with the DCC City Growth Team and 3 Waters during development and preparation of the application. City Growth and 3 Waters have indicated that they are satisfied with how water, stormwater, and wastewater have been addressed in the concept design stage (presumably including the watermain along the Dukes Road North frontage) and have not raised any concerns regarding setbacks from the watermain.

The Council's Conclusion

- [142] **If utility services are identified prior to works commencing, adequately considered in detailed earthworks designs, and protected during construction activity, then damage to services can be avoided and access to services maintained during the proposed development works. Under the proposed conditions a construction management plan is required to be submitted to the DCC for certification (condition 20) and detailed earthworks design plans including submitted 20 days prior to works commencing (condition 38). This should provide sufficient time to confirm that adequate network utility protection, and access to services will be in place during earthworks and construction.**
- [143] **It is anticipated that compliance with the recommended consent conditions will ensure that the operational efficiency and effectiveness of network utilities are not compromised, and that adverse effects from earthworks on the health and safety of people are avoided.**

Conditions

- [144] **While the proposed conditions appear adequate, it is noted that an additional condition could be included requiring immediate contact with the relevant network utility operator and for the applicant to meet repair costs, in the event of inadvertent damage. A draft condition for this purpose is included in Appendix 9.**

Risk from Natural Hazards

2GP Assessment Rules 8A.7.3.5, 11.4.2.7, 11.5.2.2, 11.5.2.3, 11.5.2.4, 11.7.2.1, 16.10.5.11, 16.10.5.12 and 16.12.3.4 – these relate to the proposed earthworks within in a hazard overlay zone, the establishment of more than 60m² of new ground floor area and establishing natural hazards potentially sensitive activities in the Hazard 1 and 2 (flood) Overlay Zones.

These rules indicate consideration is to be given to whether:

- new buildings, structures, storage and use of hazardous substances, network utility activities, and earthworks - large scale are set back an adequate distance from water bodies so that the risk from natural hazards, including from erosion and flooding, is avoided, or is no more than low
- the activity has a critical operational need to locate within the overlay zone and risk is minimised as far as practicable; and
- the scale, location and design of the activity or other factors mean risk is avoided, or is no more than low.

Note. In considering the risks from natural hazards regard must be given to the provisions of section 106A of the Resource Management Act 1991 and the Natural Policy Statement for Natural Hazards 2025, which is addressed later in this assessment.

[145] The application notes that the subject site is at risk of flooding primarily due to potential overtopping of Mill Stream (located to the north of the site) during a 10% AEP event (or greater). During flood events, floodwaters currently flow across the site toward Silver Stream, and the proposed development, with heightened ground levels, buildings, roading and hardstand areas, has the potential to displace flooding, reduce the flood capacity of the site and cause adverse flooding effects on upstream and downstream properties.

[146] It proposes that external stormwater flows onto the site be managed by way of:

- Stormwater swales constructed along the north, east and west boundaries of the site, to intercept and divert external overland flows around the exterior of the site
- Within the swales, the use of check dams (where required) to provide additional attenuation during moderate events and scour protection
- Construction of two lined spillways for the western and eastern swales into the Silver Stream discharging the stormwater into Silver Stream
- During extreme events (2% AEP and larger), controlled shallow overtopping of the northern swale beneath the northern noise wall onto the site via flood relief flaps to allow temporary on-site storage and avoid displacement offsite.

[147] The application proposes to manage stormwater runoff within the site by:

- The primary stormwater pipeline network directing stormwater runoff from building facilities, kerb line and road catchpits, manholes, and outlet structures for a 10% AEP RCP8.5 2080-2100 climate adjusted design rainfall event to drain into the stormwater attenuation pond

- The internal road network being designed to act as the secondary overland flow path system to convey the 1% AEP Historic and RCP8.5 2080-2100 climate adjusted design rainfall runoff to the stormwater attenuation pond
 - The 25,000m³ stormwater attenuation pond providing attenuation storage for holding and throttling peak discharges up to the 1% AEP (RCP8.5 2080 – 2100) rainfall event; and
 - In events larger than the 1% AEP climate change event, the stormwater attenuation pond spilling over a controlled spillway into the western swale.
- [148] Beyond the site, the application anticipates that for events larger than the 1% AEP, the existing surrounding area will be heavily inundated and therefore any overtopping or flow paths from the site will largely mimic baseline conditions, avoiding any increase in adverse effect.
- [149] During prevailing baseflow conditions (i.e. 90-95% of the time when it is not raining significantly), the system will not have any impact on the flow regime of Silver Stream. During a 10% AEP event, the stormwater pond outflow will be constrained, and the captured volume of storage will be released over a period of 24-48 hours, depending on the magnitude/volume stored.
- [150] During more frequent events (smaller peaks than 10%) AEP, there may be an increase in the volume of treated stormwater being discharged, dependent on the flow of Silver Stream.
- [151] The application is supported by the following reports prepared by Stantec New Zealand:
- a Stormwater Assessment dated 15 April 2026 (application document B.13)
 - a Civil Works and Earthworks report dated 16 April 2026 (application document B.16)
- [152] Stantec has concluded that the combined strategy of diverting external flows, managing controlled site flow paths, and robust internal attenuation minimises flood risk to the site and downstream areas, even under future climate scenarios and different storm durations.
- [153] With regard to whether or not the proposal has a critical operational need to be located on the subject site, the applicant has suggested that a number of factors demonstrate this need. These factors include:
- Proximity of the site to the KiwiRail automatically controlled Taieri Branch Rail Line
 - The topography and dimensions of the site will facilitate the establishment of a rail siding, and efficient site layout
 - The site is adjacent to an existing industrial precinct and relatively isolated from nearby sensitive receivers
 - The site is accessible to Port Chalmers by road and rail, and accessible to logistics / freight users in the region; and
 - The site is adjacent to the Mosgiel industrial hub (including a Fonterra distribution centre) which presents opportunities for coordination and increased economies of scale.⁷

Consultants' Reviews

⁷ See section 9.3.7 of application document A.02A.

Consultant Hydrologist's Review

- [154] The flood hazard aspects of the proposal have been considered by the council's consultant hydrologist, Mr Ben Throssell.
- [155] In terms of new buildings/structures and large-scale earthworks being set back from water bodies sufficiently to avoid risk from natural hazards (including flooding and erosion), Mr Throssell notes that setback standards are not met and recommends conditions to certify outlet/bank protection design, require maintenance of erosion protection, and to tie discharge throttling to pre-development flows under current and future rainfall intensities.
- [156] With regard to the establishment of buildings within flood hazard overlays, Mr Throssell considers that a "no more than low" risk outcome is plausible, subject to certification and natural hazard conditions, such as minimum floor levels, stormwater controls, and earthworks design.
- [157] Referring to 2GP assessment rules 11.5.2.3, 11.5.2.4 and 11.7.2.1, he considers that, in principle, the applicant can satisfy the "critical operational need", "risk avoided/no more than low" and "no transfer/exacerbation, creation of off-site risk" elements of these rules, if hydraulic neutrality can be achieved. He suggests however that further information is required to support the applicant's claim of hydraulic neutrality and no transfer/exacerbation, creation of off-site risk.
- [158] With regard to finished floor levels and freeboard, Mr Throssell notes that floor levels are generally set at building consent stage, but recommends that all new buildings and critical operational infrastructure have finished floor levels at or above the modelled 0.5% AEP + climate change (RCP8.5 2081–2100) flood level with a minimum 300mm freeboard, as certified by a suitably qualified and experienced professional using DCC-adopted rainfall and climate change guidance.
- [159] Mr Throssell makes the following recommendations in respect of consent conditions:

Flood hazard performance outcomes

The development must not create, transfer, or exacerbate flood risk beyond the site. This can be accomplished by achieving hydraulic neutrality which is interpreted as "modelled peak flood levels, volumes and velocities, upstream and downstream of the site, must be no greater than the baseline (pre-development) case for the critical events (1% AEP event and 0.2% AEP event, with and without climate change)".

Prior to construction of buildings or works that affect flood conveyance, provide a Flood Hazard Design Report prepared and certified by a suitably qualified and experienced professional to DCC confirming that: (a) finished floor levels comply; and (b) the detailed design achieves hydraulic neutrality/no off site risk transfer for at least the 1% AEP event and 0.2% AEP event, with and without climate change. This report must be supported by an independently peer reviewed hydraulic model constructed for the purpose of assessing hydraulic neutrality.

Setbacks and structures near waterbodies

New buildings/structures and large-scale works within the setback from waterways must either meet Rule 11.4.2.7 or be supported by a suitably qualified and experienced

professional assessment demonstrating that flood risk is avoided or no more than low. Outlet/bank protection works must be designed and certified to avoid adverse effects on flood conveyance and levels.

Erosion/scour control at outlets

All outlets and spillways must incorporate energy dissipation and erosion/scour protection sized to the certified design flows to avoid channel erosion, blockage or bed/bank instability that could alter flood conveyance or increase flood levels off-site; these measures must be maintained for the life of the activity.

[160] Mr Throssell concludes as follows:

- *The on-site flood hazard can be mitigated and reduced to a suitably low threshold via consent conditions (minimum floor levels) and the mitigation works as proposed by the applicant.*
- *Effects on flooding and the potential off-site risk transfer/creation/exacerbation will be suitably mitigated if hydraulic neutrality can be achieved. The applicant has provided information to support hydraulic neutrality, but we recommend further evidence is requested...*
- *If the applicant does wish to implement check dams, then they need to confirm these will not have an adverse impact on off-site flood risk.*

[161] The full text of Mr Throssell's advice is included as Appendix 4.

[162] Revised conditions were submitted on 17 June 2026 responding to the matters raised by Mr Throssell and the revised conditions have been reviewed by him. The applicant advises that in relation to the matters raised by Mr Throssell that a condition in the Regional Council consents has been included as follows:

<i>B.21</i>	<i>Prior to the commencement of construction of the Southern Link Inland Port, the Consent Holder must provide final detailed design plans to the Otago Regional Council that confirm that the following limits will not be exceeded as a direct result of the development of the Southern Link Inland Port:</i> <i>a) Existing habitable buildings in residential zones: <10mm of flood water depth in events up to 1% AEP with climate change;</i> <i>b) Existing commercial buildings in commercial and industrial zones: <50mm of flood water depth in events up to 1% AEP with climate change; and</i> <i>c) Existing habitable buildings in the rural zone: <100mm of flood water depth in events up to 1% AEP with climate change.</i>
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- [163] Mr Throssell advises that he considers there are gaps in the proposed condition and he recommends the following condition as a draft alternative.

X	<i>The consent holder must demonstrate, through hydraulic modelling and external peer review by a suitably qualified and experienced person, that the proposal does not increase off-site flood effects for flood events up to and including the 1% AEP (100-year) event with climate change beyond the following tolerances:</i> • <i>Within 500 m of the parcel boundary:</i> ○ <i>less than 10 mm increase in flood levels at habitable dwellings;</i> ○ <i>less than 20 mm increase in flood levels at commercial buildings;</i> ○ <i>less than 50 mm increase in flood levels in rural areas;</i> ○ <i>less than 20 mm increase in flood levels elsewhere</i> • <i>And no more than 10 mm increase in flood levels elsewhere</i>
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Consultant Geotechnical Specialist's Review

- [164] The council's consultant geotechnical specialist, Mr Matt Fitzmaurice, has also considered natural hazard risks. He advises:

... we consider the Geotechnical Desktop Study and Appraisal report adequately considers natural hazard risks that may impact the proposed development and adjacent properties and infrastructure for this stage of the project, which includes settlement, slope stability, liquefaction, and erosion. Where there is deemed to be a risk of a particular natural hazard impacting the site, possible mitigations have been suggested with the proviso that further geotechnical data (e.g. geotechnical investigation and modelling) is recommended to be carried out at the detailed design stage to further quantify these risks and confirm proposed mitigations.

- [165] Mr Fitzmaurice notes that the applicant has a proposed a condition requiring geotechnical investigations and assessment. As discussed under the *Earthworks: Effects on the Stability of Land, Buildings and Structures* heading above, he has suggested some amendments to this, and these suggestions have been accepted.
- [166] The full text of Mr Fitzmaurice's advice is attached as Appendix 3.

Review by DCC City Growth / 3 Waters

- [167] The applicant has liaised with the DCC City Growth Team and 3 Waters during development and preparation of the stormwater management infrastructure component of the application. Following these discussions, City Growth and 3 Waters have indicated that they are satisfied with how stormwater management has been addressed in the concept design plans included

with the application and have not raised any concerns regarding this. They have, however, requested that the design plans and drawings that are the subject of conditions 45, 49 and 52 be amended to require that they be certified by 3 Waters prior to works being carried out on the site, rather than simply being provided 20 working days in advance of the construction works.

The Council's Conclusion

- [168] **The 2GP District Plan anticipates that natural hazards sensitive or potentially sensitive activities might occur Hazard 2 (flood) overlay zone, if the activity has a critical operational need to locate within the overlay zone and risk is minimised as far as practicable; or the scale, location and design of the activity or other factors mean risk is avoided, or is no more than low. In a Hazard 1 (flood) overlay zone the risk is to be avoided, and no more than low. The activity must have a critical need to be located there and locating outside the overlay zone must not be practicable.**
- [169] **In general terms, the advice from Mr Throssell indicates that the flood risk associated with the proposal can be mitigated provided hydraulic neutrality is achieved; and that with conditions in place to manage minimum floor levels, stormwater controls, and earthworks design, a “no more than low” risk outcome is plausible.**
- [170] **Mr Throssell would prefer that further evidence be provided to confirm hydraulic neutrality but is satisfied that the potential for the development to exacerbate natural hazard risk can be managed by design conditions to be no more than low. He considers that there are gaps in the applicant’s proposed condition in the ORC conditions suite (B21) and he has recommended an alternative condition.**
- [171] **With regard to the request by DCC City Growth / 3 Waters that conditions 45, 49 and 52 be amended to require that they be accepted by 3 Waters prior to works being carried out on the site, it is not considered reasonable to require that the design plans and drawings be “accepted by 3 Waters” with no specific timeframe. It is however deemed appropriate that they be provided to the council for certification, and subject to the same process as other plans presented for certification. The 20 working days promoted in the condition proposed by the applicant is considered a reasonable timeframe.**
- [172] **The council therefore recommends that conditions 45, 49 and 52 be amended to require that the relevant design detail be provided to the council for certification.**
- [173] **With regard to whether or not the proposal has a critical operational need to be located on the subject site, the points made in Section 9.3.7 of application document A.02A are accepted. As noted by the applicant, the proposed location aligns with an indicative site identified in *Rautaki Whakawhanake Ā-Mua o Ōtepoti: Dunedin Future Development Strategy 2024-2054* (“FDS”). The FDS is discussed further below.**
- [174] **Overall, with the conditions recommended above in place, the council considers that the scale, location and design of the proposed earthworks, new buildings and structures, and stormwater infrastructure is such that the risk from natural hazards, including from erosion and flooding, can be managed so as to be no more than low. The council also accepts that the applicant has demonstrated a critical operational need for the proposal to locate within this site.**

[175] The applicant proposes that all conditions for management of the flood hazard are contained within the suite of Regional Council consent conditions. The DCC is satisfied with that approach if it is considered appropriate by the Panel to do so.

[176] Natural hazards are discussed further under the *National Policy Statements* section below.

Conditions

[177] The additions and alterations to consent conditions discussed above are shown in Appendix 9.

Noise and Vibration

2GP Assessment Rules 4.10.2, 9.8.2.6, 9.8.3.1 and 16.12.2.1.g (non-complying) – these relate to noise associated with both the construction period and the operation of the proposed SLIP.

Consideration is to be given to whether construction noise and vibration, and operational noise from the proposed SLIP are designed and operated to minimise adverse effects on the amenity of surrounding properties; and on people's health and safety. Matters to be considered include whether the noise exceedance will be infrequent and/or short term; and whether the ambient levels of noise are such that the exceedance will be insignificant.

[178] The SLIP will operate 24 hours a day, seven days a week.

[179] The application includes a noise assessment prepared by Marshall Day Acoustics (application document B.06). The assessment identifies the likely sources of noise emissions from the project (refer section 4.1 of the assessment), and observes that the nearby receivers are rural and industrial land.

[180] In terms of the existing noise environment, the assessment identifies the following sources of noise:

- light aircraft flights to/from the Taieri aerodrome
- helicopter movements from the aerodrome, including night flights from the rescue helicopter
- rail movements to/from the Fonterra Mosgiel site
- plant noise from the industrial area
- existing container stacking activity at the site adjacent to the aerodrome
- traffic movements on Dukes Road North
- Other noise sources typical of the rural environment, such as distant farm machinery, light wind in vegetation, birds and insects.

[181] The Marshall Day Acoustics assessment notes that the following noise mitigation measures form part of the project design:

- warehouse buildings to be constructed near northern and eastern boundaries to provide screening between outdoor container stacking activities and sensitive receivers

- enclosed loading areas / “tunnels” within warehouse buildings; and
- Noise walls on site boundaries where practicable.

[182] The report outlines the prediction methodology used to predict noise levels from the proposed port activity and identifies in Section 9.0 and the report’s conclusion that the construction and operation of the site can comply with the District Plan noise limits and the recommended noise limits at all noise sensitive receivers.

[183] The report acknowledges its conclusion that the ambient noise environment in the area immediately surrounding the site will change and also that:

The Project will include some additional road traffic on the surrounding public roads and rail movements on the existing rail corridor and new siding. While noise from these sources is not required to comply with noise limits, we have assessed the potential effects and consider that these are reasonable in the context of the existing noise environment.

[184] In terms of vibration effects, Marshall Day Acoustics concludes that any vibration effects would be below the perceptible level for normal residential environments, and therefore that any adverse vibration effects on any residents in the vicinity of the site will be negligible.

[185] Following review of the noise management proposals by the DCC expert Daniel Winter the applicant submitted a memorandum that included draft construction noise and operational noise management plans and a suite of revised conditions to the EPA on June 17, 2026.

[186] It was made clear in the revised documents that consent was being sought non-compliance with District Plan noise limits by up to 5dBA at some locations.

Acoustic Consultant’s Review

[187] The noise and vibrations components of the application were referred to the council’s acoustic and vibration consultant, Mr Daniel Winter for assessment.

[188] Mr Winter reviewed the noise related part of the application’s AEE and the Marshall Day acoustic report, and he advises that the acoustic report outlines proposed conditions that will result in some 2GP rule contraventions that are not identified within the AEE.

[189] Mr Winter is generally satisfied in relation to the applicants predictions for construction noise emissions.

[190] Mr Winter identifies that the draft conditions do not include a requirement for a CNMP and he considers that a CNMP is required for works undertaken at night. He recommends that the CNMP has a specific section setting out how night works must be controlled to ensure compliance with the noise standards for permitted activities in the 2GP.

[191] In relation to operational noise, Mr Winter raises several issues with the applicant proposals. The first issue is in relation to future notional boundaries where he considers the use of a date stamp approach will effectively authorise the use of currently vacant adjacent land as a buffer for its noise emissions.

[192] Mr Winter also advises the proposed conditions will allow noise levels and effects that are potentially significantly greater than the noise levels that are permitted by the 2GP standards.

- [193] The third issue that was raised by Mr Winter is that all the Noise Assessment has not been supplemented with the input data for the noise model for all noise sources as rail activity within the site was not included.
- [194] Mr Winter also raises concerns about the applicants original proposed conditions recommending amendments to ensure they are effective, clear, certain and enforceable. The review advice from Mr Winter is attached as Appendix 5.
- [195] The applicant considered the review advice from Mr Winter summarised above and circulated a written memorandum response provided to the DCC on 8 June 2026 that also included draft construction and operational noise management plans. The memorandum response and draft management plans were lodged with the EPA. The applicant also submitted revised conditions to the EPA on 17 June 2026. The applicant has clarified identify that a resource consent will be sought to exceed the noise limits specified in the 2GP for the rural zone by 5 dB LAeq (15 min).
- [196] Mr Winter has considered the applicants acoustic experts response memorandum and the revised conditions. He has summarised the outstanding issues in an email attached in Appendix 5. The email identifies three outstanding issues, and it also proposes further changes to the conditions for both construction and operational noise.
- [197] Issue 1 relates to the proposed higher noise limits as follows:
- MDA recommend noise limits that are higher than the noise levels permitted by 2GP standard 9.3.6.1.b. The proposed nighttime limits for Rural Zone receivers that are located more than 350m from the Industrial Zone are 5dB higher than the noise standards for permitted activities. We do not agree with this approach. We consider that the 2GP noise limits are appropriate and reasonable night-time noise limits for this activity. The activity is predicted to comply with the 2GP noise limits so there is no need to apply for higher noise limits.*
- [198] The applicant's position on Issue 1 appears to be that it considers that the proposed 5dB relaxation of the noise limit will provide an appropriate operational buffer, and it will still ensure acceptable noise levels at sensitive receivers, that are adequate to protect their health.
- [199] Issue 2 relates to the applicants proposal to not use the site boundary noise limit in Rule 9.3.6.d of the 2GP to control noise emission from the site as follows:
- The MDA response does not address the proposal to remove the requirement to comply with 2GP Rule 9.3.6.1.d. (Rural and Rural residential zone site boundary permitted noise limits). Section 7.2 of the Noise Assessment states that the site boundary noise limits in Rule 9.3.6.1.d. (that apply where there are no noise sensitive activities within 20m of boundary) are unnecessary and overly restrictive, and do not address any effects on sensitive receivers. MDA propose to remove any noise limit so there are no noise limits at the site boundary. This may permit noise levels much more than 5 dB higher than the noise standards for permitted activities.*
- [200] The applicant appears to be of the view that the 2GP site boundary noise limit is not needed and that noise limits within the rural zone should be applied at the notional boundary of residences in the rural and rural residential zones.
- [201] Issue 3 relates to effects on affected parties as follows:

The written approvals for 245 Puddle Alley and 291 Dukes North Road have not been provided to us. The written approvals must be clear whether non-compliance with the noise standards for permitted activities in the 2GP is a reason for consent. If the predicted noise levels do not comply with the noise standards for permitted activities in the 2GP, then the written approvals should recognise this to enable the decision maker to disregard the effects.

- [202] Regarding affected parties it is noted that the applicant owns these sites and therefore will be aware of the proposals for exceeding noise limits. It is also noted fast track consents do not necessarily require the provision of affected party approvals. Consequently, it is considered the issues related to effects on owners and occupiers of surrounding sites are more of a concern in respect of those privately owned properties not owned by the applicant that have not provided any affected party approval.
- [203] Given the application was amended to include contraventions of noise limits, when this was not originally identified in the application a potential concern is whether consultation with affected neighbours identified the proposed contravention of noise limits. The DCC has not been involved in discussions with neighbours, but the applicant has advised the DCC that the consultation it has undertaken has made it clear to relevant residents that the applicant is seeking consent for a higher noise level than the 2GP limit permits.
- [204] In relation to Issue 1 the council is concerned about the potential adverse effects on the nearest residential neighbours on rural and rural zoned land that have not provided affected party approval. The closest identified properties are:
- 176 Milners Road (273 Dukes Rd) - Approximately 55m from the dwelling to site)
 - 50 Rutherford Road (closest rural residential site approximately 150 m from the dwelling to site)
 - 231 Dukes Road North (Approximately 275m from the dwelling to site)
 - 340 Dukes Road North (Approximately 320 m from the dwelling to site)
 - 243 Puddle Alley (Approximately 360m from the dwelling to site)
 - 347 Dukes Road North (Approximately 415m from the dwelling to site)
 - 261 Puddle alley (Approximately 490m from the dwelling to site)
- [205] In assessing the impacts on these properties, it is noted that some of these properties are located within 350m of an industrial zone and outside the Fonterra noise control mapped area. For these properties the 2GP already specifies a 45dB LAeq nighttime limit as being appropriate under 2GP Rule 9.3.6.1.c.
- [206] The properties with a dwelling where an affected party approval has not been provided and which are not currently subject to a 45dB LAeq nighttime are the sites at 340 and 347 Dukes Road North and 243 and 261 Puddle Alley.
- [207] In relation to the Puddle Alley properties to the east to the site, it is noted that while the effects on the property at 245 Puddle Alley can be disregarded due to the affected party approval the applicant provided for this site, the proposed noise limit in Condition 58 will apply at the notional boundary of this property which is 150m from the eastern boundary of

the site. Compliance with the proposed noise limit at this location will likely mean that a 40dB LAeq noise level will likely be achieved at 243 Puddle Alley and 261 Puddle Alley as the inverse square rule means that an approximate 6dBA reduction for a doubling of distance will occur in the absence of any propagation effects. The requirement to comply at the notional boundary of 245 Puddle Alley dwelling will not, however, be required if the existing dwelling at 245 Puddle Alley is removed by the applicant and current site owner.

- [208] In relation to Issue 2 Mr Winter opposes the applicant's proposal to not have a site boundary noise limit when the district plan requires a limit. The boundary site limit ensures the maintenance of rural character amenity is not eroded on farmland where there are no dwellings, and it will protect adjoining rural sites by reducing the potential for high noise levels to impact on farming activity and future residential activity. By way of example, in the absence of any site limit control the removal of the residence from the 245 Puddle Alley by the applicants would potentially allow a large increase in noise from the eastern side of the site, as the control of noise would be pushed out to the notional boundary of next closest dwellings at 340 Dukes Road North and 243 Puddle Alley.
- [209] A possible alternative option that would provide for a single set of limits (day/night/Lmax) for emissions within rural and rural residential zones, and which could provide greater certainty into the future, would be a compliance contour line that applies to rural and rural residential land surrounding the site. The applicant would need to meet the specified limits at the contour line, but the use of a line will allow a buffer to be provided. It would also avoid the uncertainty arising from notional boundary changes resulting from removal or addition of dwellings. It is noted that this approach is currently used in the plan for stadium noise emissions and for the port and airport and it might be of use in this case.
- [210] In relation to the draft conditions Mr Winter has advised that:
- *We consider that the condition set is missing a condition that controls hours of operation for the different stages of the port development.*
 - *We disagree with the applicants proposed Condition 58. We consider that the issues raised in our review need to be addressed before a condition setting operational noise limits can be drafted.*
 - *We recommend that the OMNP condition is re-drafted. We can provide a recommended ONMP condition once the remaining matters in our review have been addressed.*
- [211] In relation to the recommended hours of operation condition, it is noted that the proposed activity is a 24 hour a week 7 day operation but the noise limit at night will restrict certain activities from occurring at night. This is not considered to be dissimilar to activities permitted in the Rural zone which involve 24 hour operation of equipment. These activities will be controlled via the noise limit rather than hours of operation controls. It is also noted that the required Operational Noise Management Plan provides a tool for activity management, including specifying operational hours controls for certain activities where it is necessary to meet the noise limit.
- [212] While noise limits will control operational activity, it is noted that hours of operation controls or frequency controls can be appropriate for specific activities, and the applicant has suggested these controls may be appropriate for rail activity within the site, if this activity is not subject to district plan noise limits.

- [213] Mr Winter identifies that the proposed Condition 58 does not address the issues he has raised with the applicant's noise control proposals being the omission of a site boundary limit and nighttime limits for some properties that are higher than the 2GP requires. He advises that this is required before conditions for noise limits and the ONMP drafted are drafted.
- [214] The response from Mr Winter also included specific comments on conditions contained within the proposed conditions document. The details of these recommended changes were provided to the applicant.

The Council's conclusion

- [215] Noise is an important effects management issue for an inland port activity that seeks to operate on a 24 hour seven day a week basis, and this is recognised by the applicant in integrating noise management into the design of the facility. As transportation hubs are a common source of noise complaints, the Council is keen to ensure from the outset that effective noise management is in place.
- [216] The applicant seeks to contravene District Plan noise limits despite predictions indicating compliance with 2GP noise limits is possible. The applicant is entitled to apply for approval to contravene the limit, but the council wants to be satisfied noise emissions will not unreasonably impact on the amenity and health of the occupiers of surrounding sites.
- [217] Regardless of compliance with specified limits, it is noted that the applicants noise report identifies that there will be a change in the ambient noise environment on surrounding sites. Nearby residents will also receive noise emissions from transportation sources not covered by the limits that will have impacts on rural amenity values.
- [218] Overall, the DCC is satisfied that noise predictions indicate that acceptable construction noise and operational noise emissions from the site can be achieved, if appropriate noise mitigation is in place. The unresolved issues for the Panel to determine for this effects topic are where noise limits are to be applied and the appropriate limits to apply to emissions.
- [219] The applicants proposals and expert advice and the advice from Mr Winter have been considered by the council. Three main outstanding issues have been raised in the review by Mr Winter. Of these three issues identified by Mr Winter the issue relating to affected parties is not considered to be of concern if the owners and occupiers of surrounding sites have been adequately consulted on the intended contravention of the District Plan noise rules and are invited to comment.
- [220] Mr Winter advises the DCC that a site limit should be retained at the boundary of the site, and the 2GP nighttime noise limit of 40LAeq should be applied to nighttime emissions for properties that are more than 350m from the existing industrial zone. The council agrees with the concerns of Mr Winter as the applicant's proposal to only rely on only notional boundary controls could allow for noise increases over rural land. This would be the case if dwellings are removed from properties the applicants currently owns or may own in the future, and this could impact on the future use of surrounding rural land. It therefore agrees with Mr Winters advice that Condition 58 as it is currently worded does not adequately control noise emissions from the proposed activity.
- [221] As the proposed noise conditions are an unresolved matter where there is disagreement between the experts, a possible alternative option of a compliance boundary contour line with a single set of noise limits for emissions affecting rural and rural residential properties

has been raised in the review assessment above. This approach is seen as possible means of reducing complexity and providing ongoing certainty for the control of noise emissions from the inland port. While it may potentially provide more certainty and better protection for the use of rural land on surrounding sites into the future, at this stage it has not been promoted by or considered by the acoustic experts assisting the Panel on this application.

- [222] As the experts are not in agreement in relation to the appropriate conditions to control noise emissions from the site it may be appropriate for the Panel to direct expert conferencing on this issue.

Conditions

- [223] Due to uncertainty over the appropriate limits to apply, no amendments to the draft conditions are proposed in Appendix 9 below. However, as noted above the council is not currently satisfied that Condition 58 will adequately control noise emissions from the proposed activity based on advice from Mr Winter.
- [224] It is also noted that to provide certainty that the activity will comply with the specified limits, the Panel may want to consider including an additional condition requiring verification noise testing to be undertaken prior to the commencement of operations at each development stage. This will enable the applicant to confirm compliance with the noise limits in the conditions, or take immediate action to address any non-compliance prior to the activity commencing.

Light Spill

2GP Assessment Rules 4.9.2.1, 9.7.4.6 and 16.11.3.4 (Discretionary) – these relate to light spill associated with both the construction period, and operation of the proposed SLIP.

These assessment rules require consideration of whether the activity is designed and operated to avoid adverse effects from light spill on rural character and amenity, and on the ability of people to view the night sky. Matters to be considered include whether the light spill exceedance will be infrequent and/or short term; and whether the ambient levels of light are such that the exceedance will be insignificant.

- [225] The application suggests the existing lighting environment of the site and surrounding environs is atypical for a rural area because of the proximity of the adjacent industrial area, which contains brighter and continuous night-time lighting. It acknowledges, however, that permanent lighting from the SLIP has the potential to result in glare and light spill effects to adjacent properties, the railway line and the road; and to result in obtrusive projection of lighting above the horizontal plane, increasing man-made sky glow.
- [226] The application includes an assessment of lighting effects undertaken by Pedersen Read (see application document B.08). That assessment confirms that the existing lighting environment is generally low, and is characterised by isolated rural-residential lighting, localised streetlighting at intersections, rail signal lighting, and floodlighting within nearby industrial properties such as the Fonterra distribution centre.
- [227] The assessment evaluates the proposed lighting installation against the 2GP, Civil Aviation Authority (CAA) requirements, KiwiRail standards, and the principles of AS/NZS 4282:2023 - *Control of the Obtrusive Effects of Outdoor Lighting*. In terms of 2GP requirements, the Pedersen Read assessment advises that resource consent is required for the proposed

illuminated signage onsite, and light spill generated from the site, but that lighting for the site can otherwise be designed to comply with 2GP requirements.

- [228] The assessment identifies a number of mitigation measures, noting that these measures are intended to be read as potential consent conditions. With these measures in place, Pedersen Read considers that the lighting infrastructure can be designed to avoid or appropriately manage potential effects on aviation safety, rail corridor users, and neighbouring residential properties. The measures are detailed in Table 4 of the assessment, and include:
- defaulting to a warm-colour-temperature ($\leq 3000\text{K}$) LED luminaires for exterior lighting, with $\leq 4000\text{K}$ lighting where required for operational and safety requirements.
 - full cut-off, flat-lens optics with zero upward light;
 - luminaire shielding as required and precise aiming;
 - restrictions on pole heights to avoid infringing Taieri Aerodrome Flight Path height controls;
 - providing light only to the minimum levels required for safe operation;
 - motion detection and glazing controls for interior lighting; and
 - restrictions on illuminated signage.
- [229] The applicant seeks to apply a 3 Lux light spill limit for operational activities at the sites boundaries during nighttime hours rather than the 1 Lux limit specified in Rule 16.5.5.1 for Rural zones. The report notes that light spill measuring 3 Lux is comparable to the lower end of illumination under a suburban streetlight.
- [230] The application proposes a number of consent conditions to manage effects from construction and operational light spill and illuminated signage, including a requirement to provide detailed lighting design plans and drawings prior to the commencement of any operational activities (see conditions 6, 9, 21, 25, and 61-67).
- [231] It is noted that the lighting effects assessment does not assess the effects from street lighting which is to be installed along Dukes Road North, as part of proposed roading improvements. The lighting appears to be subject to a 3 Lux limit under Rule 16.5.5.3 as there is no exception in the performance standard for street lighting. As there is no assessment, the predicted lighting levels at the boundaries of privately owned sites used for residential activity that result from the new street lighting to be installed along Dukes Road North are not known. It appears possible that the 3 Lux limit will be exceeded as the expert report advises that under a suburban streetlight the expected light level is between 5 and 30 Lux. The applicant has been alerted to this potential omission.

Lighting Consultants Review

- [232] The light spill aspects of the proposal have been considered by the Council's consultant electrical engineer, Mr Kieran Lash.
- [233] Mr Lash considers that overall, the Pederson Read lighting report provides a comprehensive and well-structured assessment of site and signage lighting associated with the proposed SLIP. He also considers that with proposed mitigation in place and with design refinement during

lighting design stages the report's conclusion of no more than minor adverse effects from light spill from the site is reasonable.

- [234] He notes that in relation to the southern boundary with the Silver Stream the Council should consider maintaining the 1 Lux requirement for operational lighting at the southern boundary and along Dukes Road North. This is because the southern boundary adjoins an esplanade area for the Silver Stream and as Dukes Road North is not currently illuminated.
- [235] The advice provided by Mr Lash is included in Appendix 6.
- [236] In relation to Dukes Road, it is noted that the proposed increase in the lighting levels to 3 Lux from the site on this boundary is still likely to result in an acceptable level of light spill from the site at the nearest residential dwelling, which is the site at 273 Dukes Road Nth (176 Milners Road). This house is approximately 40m from the road carriageway.
- [237] It appears that the applicant's expert report is only concerned with site lighting and the Council review was undertaken on that basis. The report does not appear to directly assess the amenity implications for existing residential sites within the rural zone from extended road lighting along Dukes Road Nth, which will be required as part of the proposal and secured under Conditions 72 and 73.
- [238] Unlike Citywide Rule 9.3.5 that exempts street lighting, the rural zone performance standard Rule 16.5.5.3 requires all light spill (excluding vehicle headlights) to be restricted to 3 Lux during the hours of 10pm and 7am. It is not clear whether it is feasible for this 3 Lux light spill limit to be complied with when the road lighting along Dukes Road is upgraded. I note that the applicants report indicates that under a suburban streetlight the expected light level is between 5 and 30 Lux.
- [239] It is considered appropriate for the applicant to address this issue and advise the Panel what the predicted lighting level from street lighting will be at the road boundary of the site at 273 Dukes Road Nth. If there is non-compliance with the 3 Lux standard specified in Rule 16.5.5.3 at the road boundary of the site at 273 Duke Road, then this should be assessed and appropriate mitigation considered.
- [240] In that regard, it is noted that the upgrading of the road lighting is a response to the proposed development and it would not be likely to otherwise occur. It will contribute to a reduction in rural amenity for surrounding sites as it will introduce a more urban character to the area. Its worst amenity impact appears to be in relation to the dwelling at 273 Dukes Road North given that dwelling's proximity to the road. Although street lighting is considered appropriate for road safety reasons, the extended street lighting along Dukes Road will result in an amenity and character change as low levels of lighting are a characteristic of a rural environment. As it will be contributor to adverse effects on rural character and amenity it is also discussed in the amenity section below.
- [241] In relation to the southern boundary along Silver Stream, I note that the indicative site layout identifies that there will be water management swales within the site along this boundary and an acoustic barrier. This may potentially allow a lower 1 Lux light spill level to be contemplated on this boundary, and this lower lighting level may assist with ecological enhancement proposals for the riparian margins of the Silver Stream.
- [242] The applicant received the DCC reviewer assessment prior to submitting revised conditions and did not make any amendments to the conditions submitted on 17 June 2026 except for

minor wording amendments. A 3 Lux light limit is retained in Condition 64 for operational light spill at all site boundaries.

- [243] While the proposed 3 Lux limit higher than 1 Lux limit specified in Rule 16.5.5.1 of the 2GP, the expert advice provided indicates that the 3 Lux limit will still have an acceptable outcome for neighbouring sites and therefore the proposed 3 Lux limit is considered to be acceptable. In relation to the southern boundary 1 Lux would be preferable limit if it could be achieved.
- [244] Mr Lash has also considered the updated conditions for managing light spill from the site submitted by the applicant on 17 June 2026. Mr Lash is satisfied that the documentation required to be submitted under the proposed conditions is sufficient to allow a review the environmental effects of the lighting design prior to confirmation of the design.
- [245] I have discussed the proposed street lighting with Mr Lash, and he advises that as it was part of the effects assessment report it was not part of his review considerations which were focused on the site emissions.

The Council's Conclusion

- [246] **At Section 2.27 of the application report, it is indicated that the SLIP will operate 24/7, to accommodate continuous freight and container operations. Lighting at night is therefore necessary for worker safety.**
- [247] **The 3 Lux standard proposed at site boundaries which contravenes the 1 Lux rural zone performance standard (Rule 16.5.5) is generally considered to be acceptable by the DCC as the DCC consultant reviewer only suggests the applicant consider retaining a 1 Lux limit along the Silver Stream Esplanade area on the southern boundary and along Dukes Road North as the road is not currently illuminated.**
- [248] **The applicant's proposed conditions for managing light spill from the site have been considered by the DCC reviewer Mr Lash and he is satisfied that the documentation required to be submitted under the proposed conditions is sufficient to allow a review the environmental effects of the lighting design prior to confirmation of the design.**
- [249] **I note that there is no requirement for the final lighting design to be certified by the DCC only that the design be provided. There are, however, measurable performance standards for lighting that must be met and this will ensure acceptable light spill emissions. This is considered acceptable, but to provide certainty that the activity will comply with the specified limits the Panel may want to consider including a condition requiring a lighting commissioning test to be undertaken prior to the commencement of operations at each development stage. This will enable the applicant to confirm compliance with the light spill limits in the conditions or take immediate action to address any likely non-compliance.**
- [250] **While there is a light spill limit for the site there is, however, no limit proposed at the boundary of sites used for residential activities to control the light spill from the extended street lighting along Dukes Road North. Under the 2GP rural zone rule 16.5.5.3 a 3 Lux limit applies at site boundaries where the site is used for Residential Activities, and there is no exception in this rule for street lighting. As noted in the assessment above the effects of this street lighting should be assessed as it will impact amenity and if it is necessary the effects should be mitigated to ensure an acceptable amenity outcome.**
- [251] **It is noted that the road is owned by the Council and the upgraded road will be the responsibility of the DCC to appropriately manage. The responsibility for managing street**

lighting emissions would also therefore be a DCC matter once upgrading is completed. On that basis, any conditions applied to street lighting emissions that are required to be met by the consent holder would more appropriately be related to design rather than on-going operation.

Conditions

[252] Additional conditions are recommended for inclusion in Appendix 9 in relation to the following matters:

- The use of a light spill design limit to manage light spill from the extended street lighting along Dukes Road at the boundary of any site used for residential activity.
- A pre-commencement commissioning condition applied at each stage to ensure compliance will be achieved with lighting limits at operational commencement.

Biodiversity Values / Natural Character Values of Riparian Margins / Public Access

2GP Assessment Rules 8A.6.3.5, 8A.7.2.2, 8A.7.2.3.a-b, 10.5.3.10.a-b, 10.6.3.2, 10.6.3.3, 10.6.3.4, 10.8.2.1, 16.9.4.10.a-b and 16.12.2.1.h-i - these assessment rules are associated with the earthworks within the setback from a waterbody, large scale indigenous vegetation clearance including clearance near a water body, and the proposed inland port land use activity itself.

These assessment rules require consideration of whether the proposed buildings, structures, and earthworks are set back from Silver Stream an adequate distance to maintain or enhance biodiversity values and natural character of riparian margins; and minimise, as far as practicable, the risk of sediment entering Silver Stream. Impacts on biodiversity values arising from the clearance of indigenous vegetation; and on the maintenance or enhancement of public access along riparian margins are also to be considered.

[253] The proposal seeks to remove approximately 38 hectares of vegetation, predominantly exotics species of low biodiversity value. This activity is a permitted activity in the 2GP outside of riparian setbacks. The vegetation removal includes 5.64 hectares of tussock skink habitat within the site. This has the potential to impact the estimated 200-300 tussock skinks within the site.

[254] The application includes a terrestrial ecological impact assessment undertaken by e3Scientific Limited ("e3s"). That assessment advises that moderate to very high ecological values have been identified on site due to the presence of at risk skink species and threatened and at risk bird species. It identifies several measures to mitigate potential effects on the terrestrial ecological values, including:

- controls on the timing and location of vegetation removal and earthworks and implementation of a Lizard Management Plan to manage effects relating to habitat loss
- implementation of a Bird Monitoring and Mitigation Programme and Wildlife Hazard Management Plan to manage potential bird strike issues
- measures to manage noise and light spill

- monitoring and responding to the use of the stream edge and buffer by threatened and at risk avifauna species
 - development and implementation of a Biosecurity Management Plan, a Predator Control Plan and a Waste Management Plan.
- [255] The application also includes a freshwater ecological assessment prepared by e3s. The assessment advises that the freshwater ecological values of the Silver Stream have been assessed as “High” largely due to the presence of two threatened and one at risk fish species and a regionally significant sportfish. It identifies unmanaged sediment mobilisation resulting from earthworks, and operational stormwater discharge as having the potential for adverse effects on freshwater ecology.
- [256] The assessment identifies several measures to reduce potential effects on freshwater ecological values, including:
- procedures to manage site development earthworks
 - annual monitoring of aquatic habitat and macroinvertebrate during Stage 1 of the project, to verify earthworks are being effectively managed and Silver Stream ecology is remaining stable
 - stormwater treatment, planting of stormwater swales with native shrubs, and development and implementation of a Stormwater Monitoring Plan.
- [257] With such measures in place, e3s considers the impact of the proposal, and associated discharge of stormwater to the freshwater ecology of Silver Stream, to be low, or less than minor.
- [258] In response to the assessments undertaken by e3s, the application proposes a number of ecology consent conditions (see conditions 87 to 98).

Biodiversity Adviser’s Review

- [259] The biodiversity values aspect of the proposal have been considered by the council’s biodiversity adviser, Ms Zoe Lunniss. In undertaking the review, Ms Lunniss identifies that the assessment of effects on the tussock skink are outside of her technical expertise, but she has considered the appropriateness of the proposed conditions.
- [260] In relation to the sites vegetation, Ms Lunniss agrees with the ecological report’s conclusion that the site vegetation is highly modified dominated by exotic species of limited biodiversity value.
- [261] Ms Lunniss considers there is uncertainty in relation to the retention of riparian vegetation that creates a risk of earthworks resulting in unmanaged clearance within the waterbody setback. She recommends changes to conditions to support replacement of pest species with ecologically appropriate species and the best practice maintenance of planting within the riparian margin or maintenance in accordance with a certified planting plan.
- [262] Ms Lunniss advises that replanting of riparian margins with indigenous species would likely enhance biodiversity values and the natural character of riparian margins consistent with 2GP Policy 10.2.2.6(b).

- [263] In relation to the proposed management of the effects on lizards, Ms Lunniss considers the originally proposed condition for lizard salvage is inconsistent with Policy 10.2.1.Y which seeks that adverse effects are minimised as far as practicable. To achieve this she promotes the use of a Lizard Management Plan (LMP) as part of the resource consent process, in addition to its proposed use under the Wildlife Act approvals process.
- [264] She recommends that a LMP and its implementation be secured by conditions and recommends the condition include contingency action if the salvage and release of lizards is not successful.
- [265] In relation to effects on avifauna, Ms Lunniss agrees that the potential effects on avifauna are likely to be no more than minor, provided riparian vegetation is maintained in a condition to support avifauna foraging and movement. To secure effective management of the effects she seeks that improved conditions are adopted.
- [266] Ms Lunniss recommends the removal of freshwater conditions from the DCC resource consent from as they are not under DCC jurisdiction.
- [267] Ms Lunniss recommends changes to the proposed Biosecurity and Predator Control Plans.
- [268] Overall, Ms Lunniss agrees that the ecological reports general conclusion that effects on biodiversity values are likely to be low provided there is appropriate management through conditions.
- [269] The site adjoins the Silver Stream which is identified in the 2GP as requiring provision of an esplanade reserve upon any proposed subdivision. As the proposal is not a subdivision, there is no requirement for the applicant to provide public access at his time through an esplanade reserve. Section 3.19 of the application report identifies that there is no public access to Silver Stream within the site but notes that there is a public walking track beyond the boundaries of the site, on the southern bank of Silverstream. This walkway is accessed from an informal puddle alley carpark and it is fenced for safety reasons at the western edge where it adjoins the railway line.
- [270] The existing situation will not change as a result of this proposal. Consequently, the existing public access to the Silver Stream will not be enhanced but it will be maintained.

The Council's conclusion

- [271] **There is agreement by the experts that adverse effects on biodiversity will be low if there is appropriate management of effects during site development and future operations and this is secured through effective conditions.**
- [272] **The applicant has responded to the review by Ms Lunniss by tightening the draft conditions in the revised set of conditions circulated on 17 June 2026. Ms Lunniss has reviewed the changes and is satisfied with the improvements that have been made by the applicant.**

Conditions

- [273] **No additional conditions or further amendments proposed.**

Rural Character and Visual Amenity/ Cultural Landscapes

In relational to rule contraventions 2GP Assessment Rules 4.7.2.4.a, 8A.7.2.1.a-b, 16.9.4.2.a and c, 16.9.4.6, 16.9.4.7.a, 16.12.2.1.a apply – these relate to the proposed large scale earthworks, boundary setbacks, the height of warehouses, lighting towers, container stacks and temporary construction cranes, and the illuminated signage.

Under the discretionary applied in the 2GP consideration is to be given to the impact of the proposed large scale, earthworks, warehouses, lighting towers, container stacks, temporary construction cranes and illuminated signage on the amenity of surrounding properties and on the rural character values and visual amenity of the rural zones.

As the port activity is non-complying activity a broad assessment is appropriate that considers the effect of the development as a whole.

Rural Character and Visual Amenity

- [274] The application includes a landscape and natural character effects assessment undertaken by landscape architect, Mr Mike Moore (see application document B.07), which was updated on 17 June 2026. In his assessment, he addresses the landscape (including visual) effects of the proposed development, and the updated document includes revisions in response to a Treaty Impact Assessment and consultation with Dr Alayna Rā. A natural character effects assessment is also included because Silver Stream / Whakaehu runs along the southern boundary of the site and the project includes activities that will interact with the waterway.
- [275] Mr Moore advises that the immediate landscape context for his assessment comprises the north-eastern end of the Taiari Plain, including Mosgiel and the rural land surrounding it.⁸ The wider context is the Taiari Plain as a whole, including the hills around it. The more specific context is relatively confined and includes the site and adjoining areas within approximately 500m – 1km, which encompasses environments with rural, industrial, and rural residential character.
- [276] Mr Moore notes that in the TIA the Taiari catchment as a whole is of great significance to Ōtākou and Kāi Tahu whānui and acknowledges cultural landscape values as expressed in the draft TIA.
- [277] Mr Moore assesses the effects under four headings:
- Effects on mana whenua cultural landscape values
 - Effects on rural character values
 - Effects on visual amenity values from public places
 - Effects on amenity values of views from nearby dwellings
- [278] Mr Moore defers to mana whenua to advise on the effects on **cultural landscape values**. In relation to the nature and degree of effects on cultural landscape values, his assessment adopts the assessments in the TIA where these assessments are given.

⁸ The applicant's advice regarding the original name provided by mana whenua for the geographical catchment being "Taiari" rather than "Taieri" is acknowledged – see Section 1.1 of application document A.02.

- [279] In relation to rural character values Mr Moore observes that the proposal will involve a change in the character of the site from rural to large scale industrial, which will generally be perceived as an extension eastward of the existing industrial character to the west of the site. He notes that mitigation measures to minimise adverse landscape effects include building colour controls, boundary screen plantings, and natural character enhancement management within Silver Stream/Whakaehu margins.
- [280] Factoring-in these measures, overall, he assesses **physical / landscape character effects** as being adverse / moderate (more than minor).
- [281] In relation to visual amenity effects from public places, he considers that with mitigation measures in place, that that **visual effects** from key viewpoints surrounding the site vary depending on the viewing distance and the degree of screening, and range from adverse/high (significant) to adverse/very low (less than minor).
- [282] In relation visual effects on surrounding sites from private residences, he advises that effects on visual amenity values range from adverse / high (significant) to adverse / very low (less than minor).
- [283] Overall, he assesses the effects of the proposed SLIP on **landscape values** as adverse/moderate (more than minor).
- [284] In terms of effects on the natural character of Silver Stream/Whakaehu, Mr Moore notes that the existing natural character is impacted by stream modification and as the riparian margins comprise largely exotic species.
- [285] Mr Moore outlines the proposals for natural character (and cultural landscape) enhancement works along the Silver Stream true right bank (within the property), including selected removal of weedy species in a staged manner and establishment of locally appropriate indigenous species that will have positive effects on habitat values, water quality and indigenous biodiversity. He promotes the use of conditions to ensure partnership with Manawhenua in relation to works along the Silver Stream true right bank to ensure these enhancement proposals achieve cultural objectives.
- [286] Overall, he considers that any adverse effects on the **natural character values** of Silver Stream / Whakaehu will be low.

Landscape Architect's Review

- [287] The council's landscape architect / urban designer, Mr Luke McKinlay has reviewed the application and Mr Moore's original report. He has also provided supplementary advice on the updated report provided by Mr Moore. He advises the report is prepared in accordance with the recommendations of *Tangi a te Manu Aotearoa New Zealand Landscape Assessment Guidelines, July 2022* and it now explicitly adopts a bi-culturally inclusive concept of landscape.
- [288] Mr McKinlay generally agrees that the existing context of nearby industrial development will mean that the proposed facility will not form a singular node of industrial development in an otherwise rural landscape. He notes, however, that it is a large addition to the neighbouring industrial area and in strong contrast to the identified values of the rural zone. Consequently, he considers that greater consideration could have been given to the cumulative effects of this development, when considered alongside the neighbouring industrial area.

- [289] Mr McKinlay considers that vegetative screening plays an important mitigation role as not all industrial elements will be screened by the warehouse structures and the larger warehouse structures will have adverse effects on rural character. He notes that mitigation planting will take time to develop.
- [290] He originally considered that taller fast growing shelter vegetation along the eastern boundary of the site would help to provide more thorough screening of the warehouse buildings, but he acknowledges that there appears to be a conflict between the management of rural character, as defined in the Dunedin City Council District Plan, and cultural landscape values with regards to some proposed mitigation measures in the final LNCEA from Mr Moore.
- [291] He notes that the TIA prefers the use of indigenous tree species for all mitigation purposes and therefore he accepts that retaining native shelter planting, as proposed in the final LNCEA, is the more appropriate approach in this case.
- [292] Mr McKinlay also recommends that existing large trees to the northeast of the truck parking area, beside the main entrance to the site, are retained to provide some visual mitigation of the warehouse buildings from nearby locations on Dukes Road North.
- [293] Recessive colours for the warehouse buildings are supported by Mr McKinlay, and he recommends that consideration be given to varying the colour of the different main warehouse blocks with a palette of complementary visually recessive colours, to help reduce their sense of bulk and scale, prior to mitigation planting establishing, and to ensure they read as separate components and not one larger structure.
- [294] Mr McKinlay agrees that the effects on rural character values are likely to be at least moderate (more than minor), but notes that it is unclear whether the overall effects ratings in the final LNCEA reflects the findings of the TIA. He acknowledges that it may be difficult to reach an “overall” landscape effects rating that encompasses diverse and sometimes contradictory concepts such as “rural character” and cultural landscape components such as wāhi tupuna.
- [295] In relation to the assessment of visual effects of private sites, he advises that for the most part the effects assessment appears to be undertaken in a balanced and reasoned way. He agrees with the assessment by Mr Moore that identifies moderate and high effects on the residences at 231 and 273 Dukes Road but also considers that visual effects from the site at 340 Dukes Road North are at least moderate (identified as low-moderate by Mr Moore).

The Council’s conclusion

- [296] **The proposal will establish an inland port activity on 40 hectares of relatively open rural land adjoining a stream on its southern boundary and establish 8 hectares of warehouse space, large areas for container stacking, and above ground infrastructure such as lighting towers. Visual mitigation is proposed through landscaping, but its full effect will take time to develop.**
- [297] **Council therefore agrees with the assessment by the applicant’s expert Mr Moore that adverse effects on rural character and visual amenity from public places will be more than minor. The council also agrees that more than minor visual effects will also be experienced at two, and possibly three existing residences being the residences at 231 and 273 Dukes Road and potentially 340 Dukes Road which was identified by Mr McKinlay.**
- [298] **In relation to mitigation of adverse effects on cultural landscape values the council supports the applicants proposals to engage with mana whenua on the development of relevant**

management plans and enhancement proposals for the riparian margins with the Silver Stream/Whakaehu. In that regard it is noted that the plans currently specified in Condition 14 identified for Mana Whenua Consultation Group input do not include the development of a final landscaping or planting plan.

- [299] Mr McKinlay recommended a planting plan be submitted for certification in his initial advice to the DCC, but this was not taken up in the revised conditions document submitted by the Applicant. Condition 68 only requires that:

Landscaping and planting works at the Southern Link Inland Port must be completed in general accordance with the Landscape Concept Plan provided in the Landscape and Natural Character Effects Assessment prepared by Mike Moore Landscape Architect, dated 16 April 2026,.....

- [300] The applicant's proposed condition appears to accept that the Landscape Plan provided is conceptual and to be developed further. The panel may therefore wish to consider whether the provision of a final more detailed planting plan for certification as recommended by Mr McKinlay is appropriate. If it is included, it will allow input into the plan from mana whenua as recommended by Mr Moore in his report. A certification process for a finalised landscape/planting plan can be achieved through amendments to Conditions 4, 14, 68 and 70.
- [301] It is noted that the application seeks resource consent boundary plantings within 10m of the railway corridor along Dukes Road North, because it considers these screening plantings are a shelterbelt (see application document G.01, Rule 16.6.10). The council has considered the species proposed for these boundary plantings, as detailed in Appendix B and Figures 12 and 13a of Mr Moore's assessment (i.e. a combination of indigenous trees, shrubs and sedges), and noted that the planting specification indicates the plantings will be undertaken in "naturalistic fashion". These screening plantings are therefore not considered to comprise a "shelterbelt" or to require consent.

Conditions

- [302] Amended conditions are included in Appendix 9 should the Panel determine that a final Landscape Plan with mana whenua input prior to certification is appropriate.

Amenity of Surrounding Properties

- [303] The amenity of rural and rural residential zoned surrounding properties will be impacted by several of the effects topics discussed above, including rural character and visual amenity, noise, lighting, and increases in heavy vehicle traffic. Mitigation is proposed that seeks to ensure that the ports effects are managed to a reasonable level but an adverse change in amenity values appears unavoidable at some sites. For example, there will be a change in the noise environment on surrounding properties, and the lighting levels will become more urban in their character, with site lighting to exceed 2GP limits and street lighting to extended along Dukes Road North. Visual amenity effects will also be more than minor at two possibly three surrounding sites.
- [304] The existing dwellings on most surrounding sites enjoy a degree of separation from the inland port activity but the dwelling at 273 Dukes Road on the 761 Milners Road site is relatively close to the site being 40m from Dukes Road North and approximately 55m away from the site. It also the closest dwelling to the proposed vehicle access to the port being approximately

200m away. Given its proximity, the overall adverse amenity effect on this site from port activity is assessed as being more than minor.

The Council's conclusion

- [305] **Given the overall amenity impacts on the site at 273 Dukes Road consideration should be given as to whether additional compensatory mitigation such as acoustic insulation, fencing or landscaping, is appropriate for this site.**

Cultural Values

- [306] The proposal does not fall within a mapped area identified as Wāhi Tupuna in the 2GP planning maps and the council has not engaged an expert to review the potential adverse effects that the proposal on cultural values. The applicant has submitted a TIA prepared for the application on of Te Rūnanga o Ōtākou (Ōtākou) that identifies that the site falls within a cultural landscape although this is not identified in the 2GP.
- [307] The TIA identifies that the proposal impacts on several areas of cultural interest, and it identifies that there are several area where the scale of impact is undetermined largely because of the details of the proposed mitigation being deferred to the design stage.
- [308] In relation to the proposed mitigation the TIA notes that:
- The mitigation measures proposed in the technical reports are extensive and provide a foundation for managing effects but, from a cultural perspective, require enhancement.*
- [309] The council understands that mana whenua been invited to provide comments on this application the council therefore considers that these are the appropriate persons to speak to the actual or potential effects of the proposal on Kāi Tahu cultural values, practices, and beliefs.
- [310] The council supports the applicants proposals for further engagement in relation to the preparation of management plans through conditions an proposes that this also be extended to consideration of a landscaping plan.

Aviation Safety

- [311] The flight path for the Taieri Aerodrome crosses the southern end to the applicants site but the applicant does not intend to contravene the 2GP rules that apply to the height of structures under the flight path.
- [312] The applicant has consulted with uses of the Taieri Aerodrome and has prepared an aviation impact report. As there is no contravention of 2GP rules the council has not undertaken a technical peer review of this report.
- [313] The applicant has comprehensively assessed the effects on aviation safety in relation to the development including the likely effects from the proposed stormwater management pond and summarised the assessment on pages 208-2012 of the substantive application report.
- [314] The council does not have any expertise to rely on but it is generally satisfied with the applicant's consultation and the proposals to ensure the risks to aviation safety are being appropriately managed.

- [315] The council notes that the Taieri Aerodrome operators are best place to identify any deficiencies in the application's mitigation proposals when they are invited to comments on the proposal.

Hazardous Substances

- [316] The substantive application document identifies that the application before the panel does not include the use and storage of hazardous substances and if a consent for hazardous substances storage is required it will be addressed in a separate resource consent application.
- [317] The application identifies that the Project has been designed in a way that seeks to ensure there are no adverse effects caused by waste, contamination or hazardous substances generated and this includes circumstances where these contaminants could enter water.
- [318] It is acknowledged that the applicant is not seeking approval for storage of hazardous substances.

Environmental Effects Summary

- [319] The application states that with the proposed measures to avoid, remedy, or mitigate potential adverse effects in place:

... the overall adverse effects of the Project are deemed not significant, with most effects assessed as minor or less. The only aspect identified as having effects greater than minor is the visual impact on certain individual residences and viewpoints. However, proposed measures, such as plantings, aim to reduce the scale and severity of these effects over time.⁹

- [320] The council acknowledges the applicant's efforts to identify, assess and mitigate the adverse effects associated with the proposal, but it notes that appropriate management of the effects is heavily reliant on the development on the development of detailed designs and management plans.
- [321] Under the conditions some design detail and plans require further review and certification and other simply require provision of plans prior to works commencing. The Council is seeking changes to require additional certifications where it considers this is appropriate (landscaping plan, and transport and 3 waters designs) and this is detailed in the recommended amendments to the June 17, 2026, draft conditions in Appendix 9.
- [322] The council agrees with the applicant's experts assessment that visual impact effects from some public viewing points, and some surrounding sites will be more than minor and while plantings will mitigate effects over time the planting will take a number of years to be effective.
- [323] The council also considers that adverse effects associated with the removal of high class soil in the context of the 2GP assessment criteria are more that minor, but it is noted that the fast track proposal is essentially an extension of the industrial zone. If it was to be progressed as plan change proposal the most appropriate use for the land would be considered. In that regard the FDS identifies the land as potentially suitable for an inland port activity and the

⁹ See Section 6.1 of application document A.02A

soils report identified the soils are Pallic and there are site constraints that impact on long term farming sustainability.

- [324] The council accepts that there are no obvious practical options for mitigation of the productivity impacts of the proposal, but the applicant may want to look for options for reuse of soils when disposal options are being developed.
- [325] The council's review of the assessment of effects has also found that that overall, the adverse effects on the amenity values of the closest property to the development with a dwelling being the property at 273 Dukes Road Nth (176 Milners Road) are potentially more than minor. The applicant acknowledges adverse more than minor visual impacts on this site, but site lighting, street lighting, road traffic activity and noise impacts will also contribute to rural amenity values being reduced at this site.
- [326] It is noted that compensatory mitigation measures can be considered in cases where the adverse effects are more than minor and, in the case of 273 Dukes Road Nth, it may be appropriate for the applicant to consider what further mitigation is appropriate to mitigate the adverse effects at the 273 Dukes Road site and which can be offered to the site owners.

Proposed Consent Conditions and Advice Notes

- [327] As discussed throughout these comments, several amendments to the proposed consent conditions and advice notes have been suggested for the Panel's consideration. These are shown in Appendix 9.
- [328] The applicants proposed noise limit condition (Condition 58) is not supported. No specific amendments are proposed by the council in Appendix 9 as there are matters that are not agreed by the experts that require resolution. A compliance contour approach for application of noise limits is outlined in the discussion as a possible alternative, but that approach has not been considered by the experts. The council considers that expert conferencing may be appropriate to assist the panel in determining appropriate conditions for the control of noise emissions from the proposed activity.
- [329] When issuing subdivision and land use consents it is the Council usual practice is to include a suite of advice notes about the need to consider/obtain other regulatory approvals and to provide general consent implementation advice. In the applicants draft suite some advice notes are included directly under relevant conditions but there are some areas identified where advice notes may be appropriate to alert the applicant on the requirements to obtain other approvals. This would include Temporary Traffic Management Plans at each development stage, and the need to obtain s348 local government ROW approval for the proposed footpath on the applicants land.

Objectives and Policies

RMA Part 2

- [330] The application includes an assessment of the proposal against the relevant sections of Part 2 of the RMA on pages 238-241 that the council generally agrees with. It is noted that other parties providing comments such as the ORC and mana whenua will be best placed to respond to the proposal's alignment with Part 2 of the RMA in relation to their mandates and areas of expertise.

National Policy Statements

- [331] The council considers the following policy statements are relevant to the proposal and its jurisdiction:
- The National Policy Statement for Urban Development 2020,
 - The National Policy Statement for Highly Productive Land 2022,
 - The National Policy Statement for Natural Hazards 2025,
 - The National Policy Statement for Indigenous Biodiversity 2023, and the
 - The National policy Statement for Infrastructure 2025.
- [332] The application includes a comprehensive assessment of National Policy statements on pages 241-261 of the substantive application report. In relation to the policy statements identified and discussed there are two that are considered more critical in relation to the DCC consents and the effects matters for which the DCC has jurisdiction. These are the National Policy Statement for Highly Productive Land and the National Policy Statement for Natural Hazards.

The National Policy Statement for Highly Productive Land 2022.

- [333] The applicant has supplied a report that considers the classification of the soils and the policy direction in the standard. The soil within the site is accepted as being highly productive LUC-1 soil meeting the definition in the policy statement because it is identified in national soil mapping, its current zoning is rural and as the development location specified in the FDS for the inland port location (future urban development) is only indicative.
- [334] The proposal is for development and use of land and therefore the relevant policy is Policy 8 that directs councils to protect highly productive land from inappropriate use and development as follows:
- Policy 8: Highly productive land is protected from inappropriate use and development.***
- [335] Section 3.9 identifies the Territorial authorities must avoid the inappropriate use or development of highly productive land that is not land-based primary production, and it identifies when use and development is not inappropriate. An exception to the direction to avoid inappropriate use is provided in Section 3.10.
- [336] The land assessment report provides an assessment of the proposal against the policy statement, and it determines that the proposal meets the exception criteria in Section 3.10 as outlined in the executive summary to the report as follows:

An assessment of the permanent and long-term constraints of the site is provided and the analysis concludes that clause 3.10(1)(a) of the NPS-HLP is satisfied, due to long term constraints that render land based primary production uses economically unviable for 30+ years.

The establishment of the SLIP will avoid significant loss of productive capacity HPL, fragmentation of large cohesive areas of HPL, and mitigate potential reverse sensitivity effects, including noise and dust, on surrounding land-based primary production as required by clause 3.10(1)(b).

The existing value of the site for use as HPL and any alternative land-based primary production use is assessed as being low. As such the environmental, social, cultural and economic benefits of developing the SLIP are likely to outweigh the long-term environmental, social, cultural and economic costs associated with the loss of the site for primary production purposes, as required by clause 3.10(1)(c).

- [337] The council accepts that there are long term constraints in relation to the productive use of the soils on the site and the value of the site for primary production is low. The council also accepts that the benefits of developing the SLIP are likely to outweigh the long-term costs associated with the loss of the site for primary production purposes.

The National Policy Statement for Natural Hazards 2025.

- [338] The National Policy Statement for Natural Hazards 2025 (NPS-NH) came into force on 15 January 2026. The objective is to ensure that natural hazard risk to people and property associated with subdivision, use and development is managed using a risk-based proportionate approach.
- [339] The NPS-NH applies to seven natural hazards: flooding; landslips; coastal erosion; coastal inundation; active faults; liquefaction; and tsunamis. The only activities excluded from the NPS-NH are infrastructure and primary production.
- [340] The policies in the NPS-NH set out the process that must be followed when carrying out the risk assessment. In summary, the natural hazard risk must be:
- Assessed using the risk matrix specified in the NPS-NH (Policy 1);
 - Managed using a proportionate approach (Policy 2);
 - Avoided where the risk is assessed as being very high (Policy 3);
 - Avoided or mitigated using a proportionate approach if subdivision use or development will create or increase significant natural hazard risk on other sites (Policy 4);
 - Assessed and decided using the best available information, even when that information is uncertain or incomplete (Policy 5);
 - Considered with respect to the potential impacts of climate change to at least 100 years in the future (Policy 6).
- [341] The applicant's assessment notes that the DCC has an assessment classification that identifies parts of the site (Hazard 1 Flood overlay) as being high risk and other parts a moderate risk but also notes that the DCC classification differs from the matrix specified on the NPS-NH. The applicant proposes stormwater management to mitigate the flood risk and considers that the proposal will not result in a very high risk which must be avoided in accordance with Policy 3 of the NPS-NH. The applicant considers that the risk is being appropriately mitigated in accordance with Policy 4.
- [342] The 2GP classification of the land as part of a high risk area is not subject to change (except by Plan Change) but in the case of the National Policy Statement it identifies in clause 3.2.2 that:
2. *When assessing natural hazard risk, decision-makers must consider:*
 1. *existing and proposed mitigation measures; and*
 2. *residual risk that arises when design thresholds of any existing and proposed mitigation measures are exceeded.*

- [343] Therefore, it is the residual level of risk that is important. In this case the applicant's mitigation proposals will reduce risk to a level where the hazard does not need to be avoided. The council's expert reviewer considers that an appropriate level of mitigation can be secured through conditions, but he considers the proposed condition (Condition B21) in the Otago Regional Council conditions suite requires further development.

Regional Policy Statements and Plans

- [344] The proposal requires consents from both the Otago Regional Council and Dunedin City Council. The Dunedin 2GP is operative and has been prepared by the DCC to align with Regional Policy Statements and Plans.
- [345] The substantive application report assesses regional policy statements and plans on pages 269 - 313. As the Otago Regional Council are providing comments on the proposal, they are best placed to review and advise the Panel on the proposal's alignment with the policy framework expressed in its policy statements and relevant regional plans.

Dunedin Future Development Strategy

- [346] The DCC future development strategy is a joint DC and ORC document generated by DCC and ORC obligations under the National Policy Statement for Urban Development to jointly a plan. It was released in April 2024.
- [347] The development of an inland port relates to the consideration of business land needs Research undertaken by the DCC in 2023 identified that:
- There is demand for industrial land of all sizes and more demand is likely in the future due to large infrastructure projects (planned and underway).*
- [348] The strategy identifies that a freight hub or 'inland port', located south of the city or in the Clutha district, enables more goods to be transported by rail to Port Otago, reducing heavy vehicle use and associated carbon emissions, air pollution, safety risk and impacts on people's amenity
- [349] To facilitate a transfer of freight to rail to meet sustainability objectives the strategy promotes the DCC, ORC, KiwiRail, Waka Kotahi, Port of Otago, other relevant government agencies and freight logistics operators working collaboratively to confirm an appropriate location for an inland freight hub and ideally agree how to fund and deliver any infrastructure upgrades necessary to support its operation. The strategy sought that an Initial options assessment for an inland port, to load freight destined for Port Otago onto rail be undertaken within 1-3 years
- [350] The strategy identifies an indicative site in Figure 24 noting that the indicative location is not zoned for the activity as follows:
- The freight hub will not comprise general 'industrial zoned' land or any other land use including retail, commercial or residential activities. If it proceeds to the approvals stage it will require site specific zoning provisions that focus solely on warehousing and goods storage and movements.*
- [351] The above strategy statement didn't predict fast track legislation, but the report notes that the site has constraints that would require specialist investigations to confirm feasibility.

- [352] The substantive application report discusses this strategy on pages 249-252 identifies an indicative map of the location for an inland port that encompasses the proposed site.
- [353] The proposal is assessed as being consistent with the aims of the FDS, but the proposal may move forward more quickly than anticipated under fast track legislation that a rezoning.

2GP Objectives and Policies

- [354] The application sets out the relevant 2GP objectives and policies in the substantive application report and objectives and policies are discussed on pages 313-334 of the application document.

Section 2 -Strategic Directions

- [355] As the title indicates the objectives and policies set the strategic direction for the District Plan. Many of the objectives and policies relate to the identification of planning issues relevant to Dunedin. They provide direction for environmental management through establishment of zones, overlays, mapped areas, protection schedules and relevant rules to address those issues, rather than providing specific direction for the assessment of a consent proposal. The most relevant directions for assessment purposes are provided in the various citywide sections of the plan and in relevant management zones but the assessment rules in the 2GP do identify that the strategic directions section should be considered in some instances, particularly in the assessment of non-complying activities.
- [356] Relevant Strategic objectives and policies include:
- Objective 2.2.1 (Risk from Natural Hazards) and policies 2.2.1.1, 2.2.1.2, 2.2.1.6, 2.2.1.8.
 - Objective 2.2.2 (Environmental performance and Energy Resilience) and policies 2.2.2.1, 2.2.2.4 and 2.2.2.6.
 - Objective 2.2.3 (Indigenous Biodiversity) and Policies 2.2.3.2, 2.2.3.3, and 2.2.3.4.
 - Objective 2.2.4 (Compact and Accessible City) and policies 2.2.4.1 and 2.2.4.3.
 - Objective 2.2.6 (Public Health and Safety) and policies 2.2.6.1, and 2.2.6.3.
 - Objective 2.3.1 (Economic Productivity and Social Well-being) and Policies 2.3.1.2, 2.3.1.5 2.3.1.6 and 2.3.1.10.
 - Objective 2.4.1 (Form and Structure of the Environment) and polices 2.4.1.6 and 2.4.1.7.
 - Objective 2.4.6 (Character of the Rural Environment) and policies 2.4.6.1 and 2.4.6.2.
 - Objective 2.5.1 (kaitiakitaka) and polices 2.5.1.1, 2.5.1.2.
 - Objective 2.5.3 (Wāhi tūpuna) and Policy 2.5.3.1.
 - Objective 2.5.4 (Mahika kai) and Policy 2.5.4.1.
 - Objective 2.6.2 (Adequate Land Supply) and Policy 2.6.2.4, 2.6.2.8.
 - Objective 2.7.1 (Efficient Public Infrastructure) and policies 2.7.3.1.

- Objective 2.7.2 (Efficient Transportation) and policies 2.7.2.1 and 2.7.2.2.

[357] An assessment is provided by the applicant on pages 313-321 of the substantive application report that the council generally agrees with. However, it considers the objectives and policies in the various sections below provide detailed and comprehensive coverage of the planning issues and relevant effect matters and therefore may not be a need to rely on the higher order strategic objectives and the policies specified above unless there is a gap, uncertainty or a lack of clarity in the lower order framework.

Section 4 - Temporary Activities

[358] The relevant objectives and policies of this section of the 2GP are Objective 4.2.1 and Policy 4.2.1.2. These seek to enable temporary activities such as construction while minimising adverse effects on amenity and character of the zone in which they occur and by minimising effects on health and safety and the safety and efficiency of the transportation network.

[359] *The proposal is assessed as being consistent with the objectives and policy. Construction effects from noise, dust, light spill, temporary structures and construction phase transportation will be appropriately controlled through management plans (CMP, CSMP, ESCP, CNMP) required under the consent that will be subject to certification assessments prior to works commencing.*

Section 5 Network Utilities

[360] The relevant objectives and policies of this Section of the 2GP are Objective 5.2.2 and Policy 5.2.2.1. These seek to ensure the efficiency and effectiveness of network utilities is not compromised by nearby development. Under Policy 5.2.2.1 earthworks are to be setback an adequate distance to avoid damage or obstruction and adverse effects on health and safety.

[361] *The proposal is assessed as being consistent with this objective and policy provided that adequate conditions are in place to ensure that damage and obstruction to services does not result and health and safety effects are avoided. The proposal requires the development of a CMP and earthworks designs that can avoid damage or obstruction by including provisions to identify and protect network services.*

Transportation

Infrastructural Safety and Efficiency

[362] The relevant objectives and policies of the Transport Section of the 2GP that relate to the safety and efficiency of the transportation infrastructure are Objective 6.2.1 and Policies 6.2.1.1, 6.2.1.2, 6.2.1.3 and 6.2.1.X. Objective 6.2.1 seeks that transport infrastructure is designed to ensure the safety and efficiency of the transportation network while minimising effects on the amenity and character of the zone in which the infrastructure is located and while meeting objectives for overlay zones and mapped areas.

[363] Policy 6.2.1.1 seeks to enable the operation, repair and maintenance road and rail networks and Policy 6.2.1.X requires that operation, repair and maintenance be designed and located to ensure the safety and efficiency of the network while avoiding, or, where avoidance is not possible, adequately mitigating effects on the amenity and character of the zone.

[364] Policy 6.2.1.2 requires road signs to be designed and located to avoid, or, where avoidance is not possible, adequately mitigate effects on the network. Policy 6.2.1.3 relates to new roads

or alterations to existing roads seeking that the design of new road are appropriate for their intended use and setting and the design and location of the road minimises adverse effects on sensitive activities and maintains the safety and efficiency of the overall network.

- [365] *The proposal will install roading infrastructure to support the safe and efficient operation of the proposed activity. The proposal is assessed as being consistent with this objective and its policies subject to inclusion of conditions of consent that will secure an appropriate roading design and the implementation of that design.*

Accessibility

- [366] The relevant objectives and policies of the Transport Section of the 2GP that relate to accessibility are Objective 6.2.2 and Policies 6.2.2.1, 6.2.2.2, and 6.2.2.Y. Objective 6.2.2 seeks to ensure land use activities are accessible by a range of travel modes.
- [367] Policies 6.2.2.1 and 6.2.2.2 relation to the provision of mobility parking seeking to ensure accessibility for persons with limited mobility.
- [368] Policy 6.2.2.Y relates to high vehicle trip generators seeking that adequate parking is provided to meet the needs of the activity. The policy also seeks convenient walking access except in the case of industrial and port activities.
- [369] *The proposal is assessed as being consistent with this objective and its policies taking into account the exception provided for port and industrial activities. The amount of parking provided being assessed as acceptable and appropriate for the intended use of the site as an inland port. A footpath is to be provided for walking access, but as it is located with the applicants site a Right of Way in gross will be needed to secure ongoing public access. The connection of the footpath to the footpath on Stedman Road will require a railway crossing that is subject to a 3rd party approval and may not be able to be secured under this consent.*

Operational Safety, Efficiency and Affordability

- [370] The relevant objectives and policies of the Transport Section of the 2GP that relate to operational network safety and efficiency and affordability are Objective 6.2.3 and policies 6.2.3.1, 6.2.3.2, 6.2.3.3, 6.2.3.4, 6.2.3.8, 6.2.3.9, and 6.2.3.X. Objective 6.2 seeks that land use and development activities maintain public affordability and the safety and efficiency of the transport network and for all travel modes.
- [371] Policy 6.2.3.1 relates to ancillary signs and Policy 6.2.3.2 relates to shelter belts, where these policies seek to mitigate or to minimise the adverse effects.
- [372] Policy 6.2.3.3 relates to provision of adequate loading and manoeuvring and Policy 6.2.3.4 relates to the provision of parking. These policies seek to avoid adverse effects on safety and efficiency or if avoidance is not possible that they are adequately mitigated.
- [373] Policy 6.2.3.8 relates directly to high trip generators. They are only to be allowed where they are designed and located to avoid or, if avoidance is not practicable, adequately mitigate adverse effects on the safety and efficiency of the transport network.
- [374] Policy 6.2.3.9 seeks to only allow development and land use where adverse effects on the safety and efficiency of the transport network will be avoided or if avoidance is not practicable, adequately mitigated and when changes to the transportation network will be affordable to the public in the long term.

- [375] Policy 6.2.3.X requires new buildings and structures to be set back an adequate distance from the designated rail corridor to minimise the risk of objects or people crossing over or onto the rail corridor as a result of use or maintenance of the building or structure.
- [376] *The proposal is assessed as being consistent with this objective and its policies. The applicants proposals, the applicants ITA and ITA amendment have been assessed by the DCC Transport Department who is satisfied that subject to conditions that the proposal will meet the objective and relevant policies.*

Earthworks

- [377] The relevant objectives and policies of this Section of the 2GP are Objective 8A.2.1 and Policies 8A.2.1.1, 8A.2.1.2 and 8A.2.1.3. These seek to enable earthworks for development while avoiding or adequately mitigating adverse effect on visual amenity, surrounding properties and the stability of land, buildings and structures.
- [378] Policy 8A.2.1 seeks to minimize adverse effects on stability through adequate setback and appropriate batter slopes. Policy 8A.2.1.2 seeks to minimise adverse effects from sediment runoff and dust nuisance. Policy 8A.2.1.3 seeks to only allow large scale earthworks when adverse effects on visual amenity, surrounding properties and the stability of land are avoided or if that is not possible adequately mitigated.
- [379] *The proposal is assessed as being consistent with the objectives and policies. Earthworks effects including noise, dust, visual amenity, drainage, sediment runoff, and stability, will be appropriately controlled through management plans (CMP, CSMP, ESCP, CNMP) required under the consent some of which will be subject to certification assessments prior to works commencing. While the earthworks design detail has not been provided there is sufficient information to identify that if design work is reviewed, relevant plans certified, and the works are undertaken in compliance with appropriate conditions that the effects will be managed to an acceptable level.*
- [380] *I note that while the removal of high-class soil from the site is subject to an earthworks section performance standard there is no policy provided guidance in the earthworks section of the plan. The effects of this loss are not proposed to be mitigated and there is no identified intention to reuse the non-contaminated soil resource for a productive use. This is discussed under the Rural Section below.*

Public health and Safety

3-Waters Infrastructure

- [381] The relevant objectives and policies of this Section of the 2GP relating to 3-Waters infrastructure are Objective 9.2.1 and Policies 9.2.1.1, 9.2.1.4, 9.2.1.6, 9.2.1.8. Objective 9.2.1 seeks that development, and land use maintains or enhance the efficiency and affordability of public water supply, wastewater and stormwater infrastructure.
- [382] Policy 9.2.1.1 seeks to only allow development and land use outside of the wastewater serviced area where it will not lead to future pressure for unplanned expansion or where an unplanned extension can be implemented prior to development with agreement from the DCC.
- [383] Policy 9.2.1.4 seeks to only allow development and land use where it will not exceed the current or planned capacity of that water infrastructure at the time of development or

compromise its ability to service any permitted activities. Any unplanned upgrade to the public water supply network that addresses capacity constraints can however be implemented prior to development with agreement from the DCC.

- [384] Policy 9.2.1.6 seeks that development activities adjacent to stormwater open watercourses are only allowed where the activities will not compromise the current or planned capacity of the stormwater infrastructure.
- [385] Policy 9.2.1.8 requires earthworks to be designed to ensure adverse effects from sediment run-off on any drains, channels, soakage and treatment systems or stormwater reticulation to be avoided or minimised, as far as practicable.
- [386] *The proposal is assessed as being consistent with this objective and its policies. The applicant has consulted with the DCC 3-Waters Department in the design of civil infrastructure, and the DCC-3 Waters Department has reviewed the applicants proposal and proposed conditions for preparation of final designs and their implementation. The DCC-3 Waters Department have assessed them as being appropriate and have only requested minor amendments that would allow it to certify design plans.*

Noise and Light Spill

- [387] The relevant objectives and policies of this Section of the 2GP relating to noise and light spill are Objective 9.2.2 and Policies 9.2.2.1 (noise) and 9.2.1.4 (light spill). Objective 9.2.2 seeks that development and land use maintain or enhance people's health and safety.
- [388] Policy 9.2.2.1 requires activities to be designed and operated to avoid adverse effects from noise on health or when avoidance is not practicable ensure and adverse effects are insignificant.
- [389] Policy 9.2.2.4 requires activities to be designed and operated to avoid light spill effects from noise on health or when avoidance is not practicable ensure and adverse effects are insignificant.
- [390] *The proposal seeks to relax noise limits by 5dB even though predictions in the Marshall Day report identify that compliance with the 2GP noise limits can be achieved. Similarly, with light spill the proposal is to relax the light spill performance standard of 1 Lux to 3 Lux at all boundaries.*
- [391] *The effects assessment identifies that there appears to be no assessment of the effects of proposed road lighting and no condition in place to control emissions from this source. In relation to noise emissions the applicants and the council experts do not agree on the appropriate noise limits to manage noise from the activity.*
- [392] *As there are outstanding issues in relation to noise and light spill effects consistency with the relevant policy and its objectives cannot be confirmed. The proposal is assessed as being potentially consistent with this objective and its policies, provided that adequate conditions are in place to ensure that the facility is designed and operated to avoid health effects from noise and light spill or if avoidance is not possible that health effects are insignificant.*

Shelter Belts

- [393] The relevant objectives and policies of this Section of the 2GP relating to shelterbelts are Objective 9.2.2 and Policy 9.2.2.5.

[394] Policy 9.2.2.5 requires forestry and shelterbelts and small woodlots to be set back from boundaries an adequate distance to avoid risks to safety from fire or tree fall or, if avoidance is not practicable, ensure any adverse effects would be insignificant.

[255] *The proposal is assessed as being consistent with this objective and policy.*

Groundwater Protection

[395] The relevant objectives and policies of this Section of the 2GP relating to groundwater are Objective 9.2.2 and Policy 9.2.2.9.

[396] Policy 9.2.2.9 seeks to maintain or enhance people's health and safety by requiring earthworks in a groundwater protection mapped area to not disturb or contaminate groundwater.

[397] *The proposal is assessed as being consistent with this objective and policy. It is noted that while earthworks rules seek to protect groundwater in some 2GP mapped areas that groundwater protection is primarily an ORC matter. The applicants amended conditions have removed groundwater protection from the DCC consents.*

Hazardous Substances

[398] *Hazardous substances are likely to be stored on the site, but the application does not include any information on the storage of hazardous substances. The application has advised that if a consent is required that this will be assessed under a separate application.*

Taieri Aerodrome Flight Fan

[399] The relevant objectives and policies of this Section of the 2GP relating to the Taieri Aerodrome Flight fan are Objective 9.2.2 and Policy 9.2.2.12. These seek to maintain or enhance people's health and safety by requiring buildings and structures within the Taieri Aerodrome flight fan mapped area to be of a height that enables the safe operation of the aerodrome.

[400] *The applicant has consulted with the Taieri Aerodrome and included conditions that require further consultation in the design of relevant plans (construction management, lighting, wildlife hazard management). The proposal is assessed as being consistent with this objective and policy.*

NES-CS

[401] The relevant objectives and policies of this Section of the 2GP relating to soil contamination are Objective 9.2.2 and Policy 9.2.2.14. These seek to maintain or enhance people's health and safety by managing soil contamination in accordance with the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011.

[402] *The proposal is assessed as being consistent with this objective and policy*

Natural Environment

Biodiversity

[403] The relevant objectives and policies of this Section of the 2GP relating to biodiversity are Objective 10.2.1 and Policy 10.2.1.1, 10.2.1.5, 10.2.1.6, Policy 10.2.1.X and Policy 10.2.1.Y.

Objective 10.2.1 seeks that biodiversity values are maintained or enhanced, including by protecting areas of significant indigenous vegetation and the significant habitats of indigenous fauna.

- [404] Policy 10.2.1.1 seeks to only allow development and land use where biodiversity values are maintained or enhanced and policy 10.2.1.5 seeks to encourage conservation in all zones.
- [405] Policy 10.2.1.6 seeks to only allow indigenous vegetation clearance - large scale in the rural zones where adverse effects on biodiversity values are avoided or, if avoidance is not practicable, no more than minor.
- [406] Policy 10.2.1.X seeks to only allow development and land use in areas of indigenous vegetation or habitats of indigenous fauna that meet significance criteria where either Policy 10.2.1.Y is met or all of the following criteria
- the values that contribute to the significance of the area are maintained or enhanced; and
 - significant adverse effects on other biodiversity values of the area or habitat are avoided; and
 - other adverse effects on biodiversity values are avoided or minimised as far as practicable; and
 - any proposal for biodiversity offsetting is undertaken in accordance with Policy 2.2.3.6; and any proposal for environmental compensation is undertaken in accordance with Policy 2.2.3.7.
- [407] Policy 10.2.1.Y seeks to only allow specified infrastructure, buildings and structures and activities to locate in areas of indigenous vegetation or habitats of indigenous fauna that meet significance criteria
- the activity has a functional need or operational need to locate in the area; and
 - outside the coastal environment, adverse effects on the values that contribute to the significance of the area are:
 - avoided or, if avoidance is not practicable, remedied or mitigated as necessary to maintain the significance of the area; and
 - where adverse effects on these values cannot practicably be avoided, remedied or mitigated, biodiversity offsetting is proposed in accordance with Policy 2.2.3.6; and
 - for residual adverse effects that cannot practicably be avoided, remedied, mitigated or offset, environmental compensation is proposed in accordance with Policy 2.2.3.7; and
 - adverse effects on other biodiversity values of significant areas of indigenous vegetation and/or habitats of indigenous fauna are avoided or minimised as far as practicable, including through biodiversity offsetting that is proposed in accordance

with Policy 2.2.3.6, or environmental compensation that is proposed in accordance with Policy 2.2.3.7.

[408] *The proposal is assessed as being consistent with this objective and its policies.*

Biodiversity and Natural Character of Riparian Margins

[409] The relevant objectives and policies of this Section of the 2GP relating to biodiversity are Objective 10.2.2 and Policies 10.2.2.1, 10.2.2.2, 10.2.2.3, 10.2.2.5, 10.2.2.6, and 10.2.2.8.

[410] Policy 10.2.2.1 seeks to encourage conservation and Policies 10.2.2.2, 10.2.2.3 and 10.2.2.5 require earthworks to minimise the potential for sediment to enter water bodies and require vegetation clearance and buildings and structures to be setback an adequate distance from water bodies to protect, maintain or enhance biodiversity and natural character.

[411] Policy 10.2.2.6 seeks to only allow activities adjacent to water bodies where biodiversity values and the natural character of riparian margins is maintained and enhanced.

[412] Policy 10.2.2.8 seeks to only allow natural hazard mitigation and structures where biodiversity values and the natural character of riparian margins is maintained and enhanced.

[413] *The impacts on biodiversity values and natural character of the riparian margin along the southern boundary of the site have been assessed in the earthworks, ecological and landscape assessments. The proposal will likely maintain biodiversity values and the natural character of riparian margins will likely be enhanced by the proposal. The proposal is considered to be consistent with this objective and its policies.*

Public Access

[414] The relevant objectives and policies of this Section of the 2GP relating to public access are Objective 10.2.4 and Policies 10.2.4.1 and 10.2.4.4. Objective 10.2.4 seeks that development activities maintain access to waterbodies and other parts of the natural environment.

[415] Policy 10.2.4.1 requires earthworks and buildings and structures to be setback from water bodies and adequate distance to maintain or enhance public access to riparian margins.

[416] Policy 10.2.4.4 seeks to only allow natural hazard mitigation earthworks and structures where public access to riparian margins is maintained or enhanced.

[417] *The proposal is assessed as being consistent with this objective and its policies. The primary public access is along the southern side of the Silver Stream, and this will not be impacted by the proposal. Public access to riparian margins will therefore be maintained.*

Natural Hazards

[418] The relevant objectives and policies of this Section of the 2GP relating to Natural hazards are Objective 11.2.1 and Policies 11.2.1.1, 11.2.1.4, 11.2.1.5, 11.2.1.6, 11.2.1.7, and 11.2.1.14. These seek to ensure development is located and designed to ensure the risk is low in the short to long term.

[419] In relation to that part of the site that is within a Hazard 1 zone overlay the relevant policies (11.2.1.1 and 11.2.1.5) seek to avoid potentially sensitive activities like the proposed Inland port unless there is a critical operation need to locate there and for outdoor storage to be appropriate designed, located and managed within the Hazard 1 zone overlay.

- [420] For that part of the site located in the Hazard 2 zone overlay the relevant policies (11.2.1.6) seek to only allow potentially sensitive activities like the Inland port unless there is a critical operation need to locate there.
- [421] For both Hazard 1 and Hazard 2 overlays Policy 11.2.1.4 directs that new buildings should be only allowed where the scale, location and design of the building or other factors mean risk is avoided or is no more than low.
- [422] In relation to storage of hazardous substances Policy 11.2.1.7 identifies that this is to be only allowed if the risk is avoided or low.
- [423] Policy 11.2.1.14 requires buildings to be setback an adequate distance from waterbodies in all situations to ensure the risk is low.
- [424] *The key natural hazard impacting the proposal is a flood hazard. The proposal includes a stormwater/flood assessment prepared by Stantec NZ Limited and the proposal and the applicants draft conditions have been reviewed by the councils expert. While changes are proposed to the flood management condition proposed by the applicant the council's expert is satisfied that the risk will be low with appropriate conditions in place. The proposal is considered to be consistent with this objective and its policies.*
- [425] *I note that the application that does not seek to provide for activities relating to the storage and use of hazardous substances at the SLIP, or the use of boilers and / or generators on the Site. Any necessary approvals associated with these activities will be applied for outside of the FTAA process.*

Manawhenua

- [426] The relevant objectives and policies of this Section of the 2GP relating to Manawhenua are Objective 14.2.1 and Policies 14.2.1.1, 14.2.1.2 and Policy 14.2.1.4. Objective 14.2.1 seeks to maintain or enhance the relationship between Manawhenua and the natural environment.
- [427] I note that the relevant policies in this case are all related to specified wāhi tūpuna areas and the 2GP definition of Wāhi tūpuna defined as follows:
- Landscapes and sites that embody the ancestral, spiritual and religious traditions of all the generations prior to European settlement.*
- For the purposes of the Plan, wāhi tu tūpuna have been mapped as a wāhi tūpuna mapped area.*
- [428] In this case the site is not within a designated wāhi tūpuna area. Nevertheless, the proposal is a non-complying activity, and a TIA has been provided that identifies the area as a cultural landscape. The objective and policies therefore provide guidance on the relevant matters identified in the 2GP.

Rural Zones

Appropriate Activities in a Rural Zone

- [429] The relevant objectives and policies of this Section of the 2GP relating to activities establishing within a rural zone are Objective 16.2.1 and Policy 16.2.1.8. Objective 16.2.1 identifies that the zone is primarily reserved for productive rural land use and the natural environment along with a limited range of other activities where these activities are most appropriately located in a rural rather than an urban environment.
- [430] Policy 16.2.1.8 directs that supported living facilities, commercial activities, industrial activities, and major facility activities are avoided, unless they are otherwise provided for, in the rural zones.
- [431] *The proposal is for a large industrial/major facility activity that is not provided for in the 2GP rural zones and therefore the proposal is assessed as being directly opposed to the relevant objective and policy. Policy 16.2.1.8 is a key zone policy with directive wording. The proposal is therefore considered **contrary** to Objective 16.2.1 and Policy 16.2.1.8.*

Reverse Sensitivity/ Amenity for Residential Activities

- [432] The relevant objectives and policies of this Section of the 2GP relating to reverse sensitivity and residential character and amenity are Objective 16.2.2 and Policies 16.2.2.3 (16.2.2.4), (16.2.2.5) and 16.2.2.6. Objective 16.2.2 seeks to minimise conflict between activities in the rural zone by minimising the potential for reverse sensitivity and ensure a reasonable level of amenity for residential activities in the rural zones.
- [433] Policy 16.2.2.3 requires building to be adequately setback from site boundaries to ensure a good level of amenity on surrounding sites. Policy 16.2.2.6 requires shelterbelts for be setback to avoid or minimise significant effects from shading on surrounding properties. Policies 16.2.2.4 and 16.2.2.5 bracketed above are not directly related to industrial activity/major facility activities as this type of activity is not anticipated in rural zone, but they identify that noise and amenity effects on surrounding site are relevant considerations.
- [434] *The proposal is assessed as consistent with this objective and policies in relation to reverse sensitivity. The proposal large industrial/major facilities activity will be insensitive to the effects of adjoining farming activity. In relation to amenity for residential activities the proposed buildings are setback the required distance from the site boundaries in the plan, but warehouse buildings are large, and the mitigation proposed to mitigate the effects of their bulk will take time to develop. In relation to amenity clause in Objective 16.2.2.c it is noted that there are impacts on residential character and amenity for the dwelling at 273 Dukes Road which challenges whether the resulting amenity level is reasonable.*

Rural Character and Amenity

- [435] The relevant objectives and policies of this Section of the 2GP relating to rural character and amenity are Objective 16.2.3 and Policies 16.2.3.1, 16.2.3.7, and 16.2.3.9. Objective 16.2.3 seeks to maintain or enhance a range of specified elements contributing to the character of the 2GP rural zones and elements within the character descriptions in Appendix A7.
- [436] Policy 16.2.3.1 requires building to be setback from boundaries and at an appropriately height to maintain rural character and visual amenity.

- [437] Policy 16.2.3.7 requires signage to be located and designed to maintain rural character and visual amenity.
- [438] 16.2.3.9 requires lighting to be designed and operated to ensure light spill effects on rural character and visual amenity and the ability to view the night sky are no more than minor.
- [439] *The proposal will significantly alter a site currently used for pastoral farming to a major warehousing and transportation facility. Large buildings and significant areas of container storage are proposed, and the site is to be lit for safety reasons to a level that exceeds the performance standards for a rural zone.*
- [440] *Mitigation in the form of planter planting and recessive colours for buildings is proposed and a high level concept landscaping plan included with the proposal. The proposed mitigation will take time to develop, and once it has developed the site will still not be fully consistent with the character and visual amenity expectations in the objective for a rural zoned site.*
- [441] *Both the applicant's expert on landscape and visual amenity and the Council reviewer agree adverse effects on rural character and visual amenity will be more than minor. The applicant is the owner of adjacent sites at 291 and 254 Puddle alley and has provided and affected party approval in relation to these sites. However, more than minor visual effects will be experienced at two, and possibly three existing residences that are not owned by the applicant being the residences at 231 and 273 Dukes Road and potentially 340 Dukes Road.*
- [442] *The proposal is assessed as being **inconsistent** with this objective and its policies.*

Rural Productivity

- [443] The relevant objectives and policies of this Section of the 2GP relating to rural productivity are Objective 16.2.4 and Policies 16.2.4.1 and 16.2.4.2. Objective 16.2.4 seeks that the productivity of rural activities in the rural zone is maintained and enhanced.
- [444] Policy 16.2.4.1 requires earthworks in a high class soil mapped area to retain the soils on site. Policy 16.2.4.2 seeks that activities other than farming are not allowed on highly productive land unless the nature and scale of the activity will mean that the loss of current and future productivity would be insignificant for high class soil mapped areas and no more than minor in other areas of highly productive land.
- [445] *The proposal will clearly affect the current and future productivity of the subject sites. While some soil excavated from the site will be retained and a small portion of soil is potentially contaminated a significant amount of high class soil is proposed to be removed from the site. There is no mitigation proposed in relation to the future productive use of this soil and the application is silent on the future disposal locations leaving this to be addressed under management plans.*
- [446] *While the long term sustainability of farming the site is affected by constraints, the extent of the proposed development and industrial nature of the port activity means that the loss of current productivity is not assessed as being insignificant.*
- [447] *The proposal is assessed as being **contrary** to this objective and the relevant policies.*

Review of the Applicants Assessment of the 2GP Policy Framework.

- [448] The application includes a comprehensive assessment of relevant objectives and policies in the now operative second generation Dunedin City District Plan. The overall assessment in the application is summarised as follows:

The Project is generally consistent with the applicable provisions of the District Plan. It is acknowledged that there is clear tension between this Project and the directives in the Rural Zone chapter which require the maintenance of rural areas and avoiding land use change - particularly the establishment of commercial / industrial activities. However, there are clear locational benefits to locating an inland port in this location, and also constraints on the land that impact the profits associated with farming activities, that have been discussed throughout this section (in respect of the NPS-HPL, NPS-I and NPS-UD). Again, the FDS clearly signals this location as being appropriate (subject to further investigations that have been undertaken in support of this Application) for an inland port.

- [449] The application acknowledges that there is a clear tension between the project and directive rural zone policies. The council considers the proposal is contrary to key policies designed to reserve rural zones for rural activities and maintain productivity.
- [450] The application's rural section assessment notes that the FDS clearly signals the potential use of the site for an inland port, but it contemplates that it would be authorised by way of a plan change. The assessment also notes that the plan change process would be able to address rural zone conflicts by determining the appropriate zoning for the site. It is agreed that in the absence of a fast-track application that an application for a private plan change would be the appropriate application pathway for obtaining approval for this proposal which results in more than minor adverse effects (effects on rural amenity and character/ effects on current rural productivity/ amenity effects) and which is contrary to a directive policy (Policy 16.2.1.8) in the rural section of the 2GP.

The Council's Comment on 2GP policy alignment

- [451] The above assessment generally aligns with the assessment undertaken on the 2GP objectives and policies assessment by the applicant. It has been found that subject to compliance with appropriate consent conditions that:
- Construction activity will be enabled while adverse effects on amenity and character of the rural zone, effects on health and safety and effects on the safety and efficiency of the transportation network will be minimised.
 - The efficiency and effectiveness of network utilities will not be compromised by the development. Earthworks are to be setback an adequate distance to avoid damage or obstruction and adverse effects on health and safety
 - Transport infrastructure will be designed to ensure the safety and efficiency of the transportation network is maintained while effects on the amenity and character of the rural zone are minimised.
 - The applicant will facilitate accessibility by a range of travel modes by providing a foot path on the northern frontage, but accessibility will be constrained until there a safe crossing provided over the railway line.

- The proposed activity maintain the public affordability of the transportation network by directly installing roading improvements including a new vehicle access, an access lane to provide for B-Train vehicles, extended street lighting and a footpath along the front of the site. The proposed works will allow the activity to safely and efficiently operate and to secure the safety and efficiency of the transport network and for all travel modes.
- Earthworks will be enabled while any adverse effects on visual amenity and character, the stability of land, buildings and structures, and the amenity of surrounding properties will be adequately mitigated
- The development and operation of the port will maintain the efficiency and affordability of public water supply, wastewater and stormwater infrastructure
- It is likely that the proposal development and land use will maintain or enhance people's health and safety but further development of conditions in relation to light spill and noise is required.
- The proposed earthworks in a groundwater protection mapped area will maintain or enhance people's health and safety as groundwater will not be disturbed or contaminated by earthworks.
- Buildings and structures within the Taieri Aerodrome flight fan mapped area will be of a height that enables the safe operation of the aerodrome.
- The proposal will maintain or enhance people's health and safety by managing soil contamination in accordance with the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011.
- The proposal will ensure that biodiversity values and the biodiversity and natural character of riparian margins are maintained or enhanced
- The proposal will maintain public access.
- The proposal will ensure the port development is located and designed to ensure the risk from natural hazards is low in the short to long term.
- The proposed conditions for manawhenua engagement provide opportunity for the proposal to maintain or enhance the relationship between Manawhenua and the natural environment.
- The applicant acknowledges conflict with the Rural zone Section of the District Plan. The proposal is assessed as being contrary to rural section Objective 16.2.1 and Policy 16.2.1.8, and Objective 16.2.4 and Policies 16.2.4.1 and 16.2.4.2.
- In relation to Objective 16.2.2 the proposal will not result in reserve sensitivity, but additional conditions and compensatory mitigation may be necessary to ensure a reasonable level of amenity for all residential activities in the rural zones.

- There is also inconsistency with objective 16.2.3 that seeks to maintain or enhance a range of specified elements contributing to the character of the 2GP rural zones and elements within the character descriptions in Appendix A7.

[452] The above assessment undertaken for the council, similar to the applicants assessment, finds that the proposal conflicts with 2GP rural zone objectives and policies that seek to reserve the rural zones for rural productive activities, to maintain productivity and protect the high class soil resource. It also identifies inconsistency with objectives and policies seeking to maintain rural amenity values and character.

Conclusion

[453] **The council accepts that the proposed inland port is a significant regional development project with economic benefits to the region. The application for the development has been reviewed by the council and recommendations have been made in relation to further amendments to the draft conditions in Appendix 9.**

[454] **The council notes the application has been well prepared but there is complexity to ensuing appropriate effects management on the site which means that the proposed management of the effects is heavily reliant on the development on the development of detailed designs and management plans. Despite this, the expert advice provided to the council for the most part identifies that effects from the activity can be appropriately managed by conditions.**

[455] **In some cases, the council's review finds that residual effects will be more than minor (visual impact; effects on high-class soils). There are also some effects matters where the conditions require further development or amendments. In the case of noise, the expert acoustic advice provided to the council does not currently support Condition 58 of the applicants draft conditions. In relation to light spill a contravention of 2GP Rule 16.5.5.3 at the boundary of the site at 273 Dukes Road North may arise from extended street lighting along Dukes Road North within the Taieri Plains rural zone that has not been assessed.**

[456] **The proposal will alter the existing rural amenity values of the site and there will be adverse effects on the amenity values of surrounding sites. In most cases the effects are assessed as being reasonable but for the closest property to the development with a dwelling being the property at 273 Dukes Road Nth (176 Milners Road) the effects are potentially more than minor. The applicant acknowledges adverse more than minor visual impacts on this site, but site lighting, street lighting, road traffic activity and noise impacts will also contribute to rural amenity values being reduced at this site. Additional compensatory mitigation may be appropriate for this site.**

[457] **The review of 2GP objectives and policies also identifies clear conflict with key objectives and policies in the rural section of the 2GP. This is not unexpected as the 2GP rural zone objectives and policies are directive and seek to reserve rural zones for productive activities. The council acknowledges that when the FDS identified the site as a location for a future inland port it was envisaged that the proposal would be advanced as a plan change and that that process would have determined the appropriate zoning for the site addressing the policy conflict under the existing rural zoning.**

[458] **The council generally supports the inland port development proposal subject to the resolution of the effects matters highlighted in the review and the inclusion of amendments to conditions it has requested.**

Signatures and Approval

Prepared by



John Sule
Consultant Planner

Reviewed by



Campbell Thomson
Senior Planner

Approved by



Alan Worthington
Resource Consents Manager

Appendix One:

NES-CS advice from Dr Ben Waterhouse (NES-CS Review)

Includes:

- Contaminated land review dated 20 March 2026,
- email advice confirming no material changes to NES-CS report in revised substantive application dated 15 May 2026, and
- an email responding to revised conditions dated 23 July 2026.



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By Email

20 March 2026

Attention:

Hannah Goslin, Consultant Consents Planner, Otago Regional Council
Karen Bain, Associate Senior Planner, Dunedin City Council

Kia ora,

Contaminated Land Review - RM25.034: Southern Link Inland Port FTAA

Beca Limited (Beca) has been engaged by Otago Regional Council (ORC) and Dunedin City Council (DCC) to undertake a technical review of contaminated land documents associated with consent application RM25.034 under the Fast Track Approvals Act 2024 (FTAA), for development of an inland port at 270-292 Dukes Road North, Mosgiel (the site; Figure 1).

The following documents have been reviewed:

- Detailed Site Investigation. 270-292 Dukes Road North, Mosgiel for Southern Link Property Limited. Environmental Consultants Otago 2025 Limited (EC Otago). February 2026. Ref: E-062 270-292 Dukes Road N
 - Herein referred to as the DSI
- Contaminated Site Management Plan. 270-292 Dukes Road North, Mosgiel. EC Otago. 17 February 2026. Ref: E-026
 - Herein referred to as the CSMP
- Remedial Action Plan. 270-292 Dukes Road North, Mosgiel for Southern Link Property Limited. EC Otago. March 2026. Ref: E-062 270-292 Dukes Road N
 - Herein referred to as the RAP

This review is limited to providing commentary on the DSI, RAP, and CSMP in the context of the proposed earthworks and land use change of the site to an inland port constituting commercial/industrial land use shown in Figure 1 and Figure 2. This review does not constitute a formal peer review.

1.1 DSI Purpose and Scope

The stated purpose of the DSI is: *'...to assess the Site for ground contamination which could present a potential risk to human health or the environment under the proposed commercial/industrial land use or during development works. The objective of this report is to assess whether contamination is present on the Site.'*

The scope of the report included review of a Preliminary Site Investigation (PSI) undertaken in 2025 by e3Scientific Ltd (not seen by Beca); a search of the ORC Otago Selected Land Use Register (SLUS); and

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'other sources of information' to identify activities on the Ministry for Environment (MfE) Hazardous Activities and Industries List (HAIL). This, along with a site walkover, informed soil sample collection, identification of contaminants of concern for laboratory testing, and preparation of the report. The report is stated to have been undertaken in accordance with the Ministry for the Environment, 2021. Contaminated Land Management Guidelines No. 1 - Reporting on Contaminated Sites in New Zealand (Revised 2021).

Proposed works have been described by EC Otago, and shown in Figure 2. There is no description of the proposed (or assumed) earthworks depths or volumes, however some areas are described (e.g. for warehouse and office footprints). Beca has assumed earthworks will be required for the entire works area shown in Figure 1.



Figure 1: The site extent. Reproduced from EC Otago DSL.



Figure 2: Proposed development plans. Reproduced from EC Otago DSI.

1.2 HAIL and Potentially Contaminating Activities Identified

EC Otago summarise the e3Scientific PSI. We note that this has not been seen by Beca and the accuracy of this document has been excluded from this review. We have assumed that the PSI is sufficient for the site, and that the outcomes have been communicated fully by EC Otago. The EC Otago summary includes referring primarily to a history of subdivisions on the site and the following buildings:

- Holmhead Farm plus various buildings seen in a 1901 aerial photograph. Other imagery is stated to indicate that the buildings included a dwelling, various sheds, sheep yards and a sheep dip. The original dwelling was reportedly constructed in the 1880s, with significant renovations conducted in the 1940s.
- Royal New Zealand Air Force (RNZAF) barracks at the northern end of 270 Dukes Road North in 1939, present still in 1942 and removed by 1949.
- Dwellings – in addition to the dwelling at 292 Dukes Road North, a dwelling is reported to be present at 274 Dukes Road North in an aerial photograph from 1942. A coal shed adjacent to the dwelling includes polite, a potentially asbestos containing material (ACM). Imagery from 1975 reportedly shows the dwelling at 270 Dukes Road North under construction at this time, with consent records indicating potentially asbestos containing building materials having been used (polite, decramastic roof, Hardies Flexiboard, fibrolite). Beca note that this appears to be one of the dwelling still present on site.
- Woolshed/workshop – a building in the centre of the site, currently used as a workshop, may have been constructed by 1985. EC Otago indicate that it may initially have been a woolshed and sheep yards are visible adjacent to the building on the western side, which appear to have been removed by 2013.

EC Otago report that neither Dunedin City Council (DCC) nor ORC list the site as containing HAIL activities. EC Otago note that DCC record the site as:

- Previously being RNZAF Station Taieri air force base and therefore airport HAIL activities could apply; but this was assumed by DCC to be accommodation only.
- Previous buildings could be a source of asbestos and lead in soils.

- Previous farming could include HAIL activities that council have no record of such as agrichemical use, fertiliser bulk storage, livestock dips/spray races, persistent pesticide storage/use, storage tanks for fuel, farm landfills, burn piles.

Following a site walkover, and visual observation of features such as a former sheep dip, workshop, woolsheds, dwelling, fields, potential burn pits, EC Otago provided a list of HAIL activities (Table 1)

Table 1: EC Otago Identified HAIL Activities

HAIL Category	Potential Contaminants provided by EC Otago ¹
A1. Agrichemicals including commercial premises used by spray contractors for filling, storing or washing out tanks for agrichemical application	• Arsenic, lead, copper; • Wide range of organic agrichemicals including organochlorine pesticides, organophosphate pesticides, herbicides, fungicides, carbamates, and synthetic pyrethroids; • Compounds may be mixed with diesel before spraying
A10. Persistent pesticide bulk storage or use including sport turfs, market gardens, orchards, glass houses or spray sheds	• Arsenic, lead, copper, mercury; • Wide range of organic compounds including acidic herbicides, organophosphates, and organochlorines (e.g., endosulfan on golf and bowling greens)
A8. Livestock dip or spray race operations	• Arsenic • Organochlorines (e.g., aldrin, dieldrin, DDT, lindane), organophosphates, carbamates, and synthetic pyrethroids
E1. Asbestos products manufacture or disposal including sites with buildings containing asbestos products known to be in a deteriorated condition	• Asbestos
F2. Motor vehicle workshops	• Hydrocarbons including polycyclic aromatic hydrocarbon (PAH) • Solvents • Metals contained in waste oil
I. Any other land that has been subject to the intentional or accidental release of a hazardous substance in sufficient quantity that it could be a risk to human health or the environment	"Dependent on contaminants associated with release"

1.3 Soil Sampling and Results Discussion

EC Otago undertook soil sampling on 16-17 October 2025 (surficial to 0.15m below ground level (bgl)) for laboratory analysis; and 11 November 2025 to 0.6mbgl to refine the extent of contamination around the sheep dip, via hand-held X-Ray Fluorescence (XRF) analyser. EC Otago assess against the NESCS

¹ MfE, 2011. Hazardous Activities and Industries List (HAIL) with hazardous substances.

commercial/industrial human health criteria, and terrestrial ecological soil guideline values (EcoSGVs).
Broadly EC Otago conclude the following:

- **Sheep dip:** Six laboratory tested samples, 14 XRF results. High levels of arsenic (up to around 1,400 mg/kg) were observed around the sheep dip area, which presents a risk to human health and environmental receptors. The area has been recommended for remediation, and that a RAP is developed (refer to Section 1.4). This area was recommended to be classified as HAIL A8.
- **'Northern Sheds'** (sheds west of the sheep dip/stock race): Three samples collected had elevated zinc concentrations above environmental criteria, but below human health criteria. This area was classified as HAIL I.
- **'Central Woolshed/Workshop':** Two samples were collected. Arsenic exceeded human health criteria. 'Average concentrations' of zinc exceeded environmental guidelines. This area was classified as HAIL I. EC Otago note that the low concentrations of PAH indicated that HAIL F8 (motor vehicle workshops) did not apply.
- **Burn Pit:** One sample collected. Arsenic exceeded human health criteria and environmental criteria used. This area was classified as HAIL I.
- **Dwellings at 274 and 292 Dukes Road North:** Five samples collected. No exceedances of commercial/industrial human health criteria, however there were exceedances of environmental criteria for zinc. EC Otago note that the 'Rural Residential' human health criteria were exceeded in three locations for arsenic and/or lead, highlighting a potential risk under the existing land use.
- **Location D8:** One sample location with zinc elevated above environmental criteria, but well below human health criteria. EC Otago noted this could be considered a small HAIL area under HAIL category I.

The human health risks from the above were noted to 'present a risk to human health during development works. Note that concentrations of arsenic reported within the sheep dip area are extremely high. Appropriate precautions, such as the implementation of a Contaminated Site Management Plan (CSMP) should be put into place prior to earthworks in this location to ensure that the works do not pose a risk to human health.' Similarly, EC Otago state that the exceedances of environmental criteria (EcoSGVs), can be managed under a CSMP. EC Otago note that remediation is advised in the areas where exceedances of the human health criteria were found.

A conceptual site model (CSM) was developed after sampling by EC Otago to show the pathways by which the identified sources of contamination may reach receptors. This includes 'Regular Staff', 'Maintenance and Service Staff', 'Construction Workers', and 'Neighbouring Properties'. Complete pathways to contact were identified for the three former receptors, primarily being via dermal contact, soil ingestion, and inhalation.

Subsequently, application for consent under the NESCS and ORC Regional Plan: Waste was recommended.

1.3.1 DSI Commentary

The following comments are provided:

- The CSM does not consider all pathways and receptors, focusing on exposure of humans. Identifying all pathways informs construction risk management as well as operational.
 - While 'environmental health' is mentioned widely in the report, the soil results assessment does not address relevant environmental pathways. For example, Silver Stream is directly adjacent to the site, as is a drainage ditch discharging to Silver Stream. General comment is made in the CSM section, however Silver Stream is likely the primary environmental receptor associated with these works and site operations. Instead the assessment focuses more on terrestrial ecological receptors, using EcoSGVs.
 - Figure 6 (reproduced as Figure 2 above) shows the majority of the development and sealed hardstand, buildings, with large roof areas, swales, treatment ponds, and some landscaping. EcoSGVs are a terrestrial ecological criteria which has limited applicability to a hardstand commercial/industrial inland

port and rail area post development. They are also not applicable to discharges to the aquatic environment.

- The proposed large swale covering 1-2km around the site has not been assessed or mentioned. Swales can be subject to infiltration during conveyance, and can pick up contamination into water being discharged into the environment. There are also implications as to what site-won soils could be used to line a swale.
- It is recommended that the DSI considers construction phase risks more completely. It is also recommended that design features such as swales, basins etc. are assessed.
- Sampling and Analysis Plan (SAP)
 - Due to the lack of a CSM noted above prior to the sampling scoping, the SAP does not appear to clearly identify the purpose of the sampling other than to target HAIL areas and achieve some general coverage of non-HAIL areas.
 - Various contaminants of concern are listed in Section 4 of the DSI taken from the NESCS User Guide. These are not all then carried forward into the soil testing suite. It is accepted that screening suites of contaminants may be used for activities with a broad range of contaminants of concern, however this should be described, as should the decision not to undertake follow up testing. There are key contaminants omitted from the burn pit (e.g. dioxins), and workshop (e.g. volatile hydrocarbons).
 - It is not clear why two predicted background concentrations are used. The 95th quartile cited is now out of date (2015) and has been superseded by the 2023 background ranges also used in the report. The 2015 predicted background concentrations appear to be a determining factor in recommending soil be suitable as cleanfill disposal. This conclusion may need to be reconsidered in order for soils for offsite disposal to be directed to a facility consented to accept them., or alternatively justification for use of the selected levels.
 - There is reference by EC Otago to a lack of sample density/coverage. It is agreed that density is insufficient around some of the buildings and activities. For example building halos and burn pit.
 - Surficial soils were tested for asbestos in the barracks area. Given the historical nature of the buildings, there is a risk that contaminants may have been covered or are deeper than surface. As soil logs are not provided, and sample methodology does not indicate the depth to which pits were extended, it is not clear whether on site observations indicated building materials or any assessment beyond surface. This remains an unquantified risk.
 - The PSI and historical information search indicates the buildings on site as being constructed within the era of asbestos and lead paint. Building halo sampling has not been completed at the residential buildings. EC Otago mention possible asbestos use in the conclusions and recommend a building survey. This would benefit from building halo soil sampling.
 - Soils were screened for organochlorine pesticides (OCP). A range of herb/pesticide agrichemicals have been used in New Zealand over time including OCP, organonitrogen pesticides (ONP) and organophosphorus pesticides (OPP). Clarification on the expected era of use, and confirmation that analysis of OCP alone is sufficient is recommended.
 - EC Otago refer to a Remediation Management Plan (RMP) having been developed (note this is referred to as a RAP from herein).

1.4 Remedial Action Plan (RAP) Summary and Commentary

The RAP has been prepared by EC Otago on the basis of the DSI findings.

- The RAP names sites A-G as HAIL and potential (unverified) HAIL areas, with Areas A (central shed/workshop), B (burn pit), and C (former sheep dip), being identified as the areas requiring remediation. Areas A and B do not appear to have undergone any delineation (as noted in the DSI commentary above) beyond the one sample exceeding applied human health criteria.
- EC Otago note that the EcoSGVs are exceeded and this may therefore *“present a risk to environmental health and during development works unless appropriately managed”*. The EcoSGV are not a criteria that

measure risk during earthworks, they are a criteria for terrestrial ecology in an ongoing setting (i.e. if the soil was placed in ecological and/or landscaped areas more permanently). This is an example of where the CSM development is critical in soil assessment criteria use, and where appropriate criteria to inform the different risks associated with construction and operation should be used.

- The remediation goal for Areas A, B and C include: *"The goal of the remedial earthworks is to prevent exposure of future site occupants to contamination that presents a risk to human health (i.e. to prevent contact with, ingestion of, or inhalation of soil containing contaminants that exceed the applicable human health guidelines)."* With options including excavate with offsite disposal, excavate with onsite disposal (capped), and in situ capping in place. It is later noted in the RAP that capping may be the 'most suitable option' for the sheep dip area due to contamination to 0.6 m bgl.
- The remediation methodology suggests undertaking additional sampling to confirm the extent of contamination then marking out the remediation area, followed by soil validation sampling following the initial cut. Should the validation sample testing exceed the relevant human health criteria, additional contaminated soil could be removed, or capping instated. Below human health criteria, then no capping or ongoing management is required. It is assumed by Beca that this means remediation goals will have been met, however this is not stated.
- Where soft capping is implemented, a minimum level of 300mm capping on top of a geotextile demarcation layer is recommended by EC Otago, unless deeper rooted plants or plants for consumption are proposed, in which case a thicker cap may be necessary. Beca note that for asbestos-impacted soils, soft capping requires a minimum of 500mm.
- Validation sampling testing is recommended in a 2-5m spaced grid, although this spacing is not justified by EC Otago. This is recommended to be undertaken by XRF or laboratory sampling, and before backfill occurs. The results are recommended to be reported in a Site Validation Report (SVR).
- An Ongoing Site Management Plan (OSMP) is subsequently recommended for soils exceeding human health criteria to remain on site. The RAP also refers to the RAP-appended CSMP for management procedures.
- Consenting is discussed, with EC Otago confirming consent being required under the NESCS as a restricted discretionary activity, and under the ORC Regional Plan: Waste as a discretionary activity.

1.5 CSMP Commentary

- The CSMP appears to apply to Areas A-G, however it is not explicitly stated whether these are the only areas that it applies to.
- The CSMP is a three-page document briefly outlining the areas of concern, consenting, record keeping and procedures for soil management on site, as well as roles and responsibilities form for key personnel.
- The sheep dip area (Area C) is called out as follows: *"Concentrations of arsenic reported at Area C are extremely high and pose a particularly high risk. Careful handling and dust management is required"* however the careful handling is not defined beyond the more widely recommended procedures.
- There are no procedures for the management of asbestos beyond unexpected discovery and awaiting further instruction in that instance.
- Water management recommendations made by EC Otago in the CSMP suggest that stormwater discharges from HAIL and potential HAIL areas to the stormwater network is prohibited and that tradewaste facilities must be used. However, we note that it is relatively common that treatment systems can be used to bring water to within acceptable contaminant and sediment levels for discharges to stormwater networks.

1.6 Discussion and Recommendations – DSI, RAP, CSMP

1.6.1 DSI

EC Otago have identified HAIL and potential HAIL activities for the site, and undertaken an investigation for assessing soil quality. The DSI (and taking the e3Scientific PSI findings as reported therein) has identified soil contaminant sources and risk areas on site. The subsequent assessment of these activities is not thorough, largely due either to insufficient sample locations/numbers, omitting key or potential contaminants of concern, and/or lack of pathway assessment. The DSI therefore is not considered to have sufficiently delineated the contamination to a degree that management and remediation can be implemented with confidence.

However, it is acknowledged that the majority of the site is proposed to be sealed, capping contaminated soils. This limits the pathway from soils to human and environmental receptors during operational phase for non-volatilising contaminants, thereby reducing risk. Given the described history of the site, and the proposed end use, it is unlikely that appropriate remedial and management solutions will not be able to be developed and implemented, and this could be managed through conditions of consent/approval.

The applicant will need to demonstrate a more thorough assessment of the site, including a more fulsome investigation which would seek to address the comments raised here, delineate the contamination that has already been discussed, and provide a more detailed assessment of the activities and contaminants of concern. This will inform management and remediation. We do not consider that the current DSI is sufficient to inform remedial solutions such that a final Remedial Action Plan (RAP) and CSMP could be developed. The RMP referred to by EC Otago would require revisiting following the above investigation to confirm or update the procedures therein. Other areas of the site may require further remedial or management actions that would need to be consent conditions. This iterative process is relatively commonly incorporated into consent conditions.

It is therefore recommended that the applicant proposes a sampling analysis plan and methodology for inclusion as condition(s) of consent, and which addresses the gaps noted above. This should also consider the subsequent RAP and CSMP implications. Works undertaken as part of those conditions should be reviewed accordingly by a suitably qualified and experienced practitioner (SQEP) for contaminated land.

1.6.2 RAP

As noted above, the DSI is not considered to have quantified the risk areas described in the PSI, with insufficient sampling undertaken to determine remediation areas. The RAP relies on the DSI findings and therefore it is possible that not all areas requiring remediation have been identified. EC Otago do recommend delineation sampling is undertaken as part of the RAP to inform remediation extents, and Beca agrees. The burn pit and central workshop have undergone no apparent delineation horizontally, which would benefit from this recommendation. Building halos have not been sufficiently sampled (or sampled at all in some cases) to infer a remediation area or a level of risk to human health during construction or operation; therefore fulsome assessment of these should be included in any supplementary sampling (as recommended in the DSI commentary). The applicant should review the comments made, and potential gaps in the DSI and consider this as part of the above recommended sampling methodology consent condition(s).

1.6.3 CSMP

As with the RAP, the CSMP relies on the findings of the DSI. Whilst the CSMP proposes procedures for soil management and unexpected discovery, there is a risk other contaminants and pathways are not considered. For example, on the basis of the DSI results, there are no procedures for the management of asbestos-containing soils. Given the buildings on site were constructed in various decades where asbestos (and lead) were commonly used, there is a risk of asbestos presence, which is noted by EC Otago, but then not fully

assessed. The recommended sampling would inform a CSMP that covers quantified site risks, and includes for any necessary licensed practitioner involvement (if required).

Notwithstanding the above, many of the more typical procedural areas are covered in the CSMP (e.g. dust, stockpiling, erosion, stormwater, sediment control, unexpected discovery of contamination, PPE, record keeping etc.). These could be more prescriptive, for example limiting stockpile and soil drop heights. As EC Otago have drawn particular attention where: *'Concentrations of arsenic reported at Area C are extremely high and pose a particularly high risk.'*, this area could be addressed with specific requirements, rather than solely *'careful handling and dust management'*. We agree that these are high concentrations of arsenic, and it is recommended specific procedures and PPE requirements are included for this area.

For stormwater dewatering, EC Otago recommend no discharge to the stormwater network, and to obtain a tradewaste consent to discharge to wastewater. While this is an option in cases where stormwater criteria cannot be met, this instruction appears to be non-discriminative of where it is applied. There may be locations on site and/or treatment options that mean water is suitable for stormwater discharge that avoids the need for tradewaste discharges or consenting. Tradewaste facilities can be limited by the volumes they can accept and may not be a straightforward option for all stormwater and dewatering discharges. It is recommended that this option is considered, and/or clarity is provided.

1.7 Closure

Overall, assuming the completeness of the PSI, we agree that the EC Otago DSI has identified key potentially contaminating activities and that management and potentially remediation is required. However, the DSI has not fully quantified the potential risks associated with the activities that have been identified on site. This has a cascade of implications for the RAP and CSMP, which are based on the findings of the DSI. Other recommendations above are made regarding the CSMP around the risks quantified to date.

Given the proposed commercial/industrial land use and proposed ongoing activity on site following works, shortfalls in risk characterisation, and the subsequent implications for the CSMP and RAP can be resolved with appropriate consent conditions.

Please do not hesitate to contact the undersigned should you require clarification.

Yours sincerely



Ben Waterhouse

Senior Associate - Environmental Science

on behalf of

Beca Limited



Suitably Qualified and Experienced Practitioner Statement

Dr Ben Waterhouse is a suitably qualified and experienced practitioner (SQEP) with over 14 years' experience managing and delivering a wide variety of environmental investigation works in New Zealand and the United Kingdom. He is experienced in regulatory compliance, oversight of environmental investigations, monitoring and risk assessment,



contractor management, preparation and review of technical reports, as well as working with regulatory bodies. Ben has been a Certified Environmental Practitioner (CEnvP) with Site Contamination Specialist (CEnvP-SC) since 2022.



Limitations

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The contents of this letter are based upon our understanding and interpretation of current legislation and guidelines ("Standards") as consulting professionals, and should not be construed as legal opinions or advice. Unless special arrangements are made, this letter will not be updated to take account of subsequent changes to any such Standards.

This letter should be read in full, having regard to all stated assumptions, limitations and disclaimers

From: Ben Waterhouse [REDACTED]
Sent: 15 May 2026 17:39
To: Karen Bain [REDACTED]
Subject: LUC-2026-119 - confirmation from Beca that no material changes to NES-CS info in updated appli, + finalised conditions

Hi Karen,

I made a comparison of the documents and it looks like the main change is the proposed works plan and description. The RAP and CSMP do not appear to have materially changed. Generally minor wording changes here and there.

Attached is some minor draft edits and a comment to the draft conditions for your consideration. They are pretty much where we left them last time, which was post review. You may consider adding a Site Validation Report condition - that is to confirm the RAP goal were met (or not met and why/what they did to remedy/mitigate that)

Next week I have very limited access to email as I am in Wellington. Feel free to call my cellphone any time in the day - I may not be able to answer straight away, but will text/call as soon as I can. 0221560507.

Have a great weekend

Ben

Ngā mihi | Kind Regards

Dr Ben Waterhouse

Senior Associate – Environmental Science

Team Lead – South Island Environmental

Beca

[REDACTED]
[REDACTED]

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From: Ben Waterhouse [REDACTED]
Sent: 23 July 2026 17:11
To: [REDACTED]
Cc: James Taylor [REDACTED]; 'Hannah Goslin' [REDACTED]; 'Karen Bain' [REDACTED]

Subject: Comments on revised conditions : Inland Port - DCC Comments on the NES-CS

Kia ora John,

Thank you for our phone calls and discussion about the below.

As mentioned verbally, when Karen was involved, we reviewed the applicant specialist response and considered a line-by-line response would not be undertaken as focusing on conditions would be more efficient. Notwithstanding, I note the applicant's planner has raised some specific comments and referred to some items in the applicant response, which are responded to below rather than by way of reply in the document:

Condition 30:

Mitchell Daysh Comment - DCC condition accepted in part, however, consider this can be included in the final RAP, for certification by DCC, as opposed to updating the DSI. Refer to response to peer review prepared by EC Otago which notes that the areas around building halos, the burn pile, the workshop and barracks have been appropriately assessed.

Response:

Building Halos

- EC Otago response states building halo sampling undertaken was 'limited', and 270 Dukes Road (1975) was not assessed, relying on use of pre-demolition surveys. I agree pre-demolition surveys are useful to indicate the current condition of the buildings, this does not preclude a previous use of exterior asbestos or lead paint etc. that could have resulted in soil contamination (e.g. a roof or cladding).
- Later EC Otago say building halos actually have been assessed, even though 270 Dukes was not (this is acknowledged by EC Otago). It is not clear whether it being constructed in 1975 is a reason for this, however 1975 is well within the era of common asbestos use.
- The DSI states: "Imagery from 1975 shows the dwelling at 270 Dukes Road North under construction at this time. The PSI notes that consent records for the 1975 dwelling and a garage/workshop "mention use of Decramastic roof and Hardies Flexiboard, which are both potentially asbestos

containing building materials" along with fibrolite sheeting which may also contain asbestos", yet asbestos in soils was not assessed. Therefore building halos have not been assessed in full.

- Building halo sampling would also typically comprise assessment of the four sides of a building, unless it is a particularly small structure (small shed etc), which was not undertaken.

Workshop, barracks, and Burn Pile

- As noted in the initial review, there were a range of contaminants that were not tested for, but that were stated by EC Otago in the report as contaminants of concern. There was no justification as to why these had not been tested, and the EC response does not explain it.
- The EC Otago response to the Barracks comment stated the soils were topsoil to 0.3m below ground level (bgl) underlain by subsoil. However, no soil logs or description of how deep the test locations were advanced were provided; only a note of surficial soil sampling to 0.15m bgl. Were the test locations advanced to subsoil? It is still considered that it would have been prudent that testing the deeper (~0.3m bgl) soils in some locations was undertaken for the reasons stated in the initial review.
- Burn pile/Burn pit naming accepted.

In overall response to the Mitchell Daysh comment (and those by EC Otago) regarding where the testing should be reported: I would consider that given the applicant is already aware that additional testing is required, once the site layout plans, earthworks etc. are finalised, a sampling and analysis plan is prepared and the sampling and testing is undertaken (as recommended in the initial review). This can be reported as an addendum to the DSI or as another report. Then, once a more fulsome understanding of the site contamination is known, the RAP and CSMP are prepared to address risks. This avoids repeated changes to the RAP later. Ultimately, whether or not the additional sampling is part of, or separate to, the Remedial Action Plan (RAP) is not overly consequential provided it is undertaken, reported, ensures works are fully

assessed, and addresses the review concerns. Condition 30 aims to address this, however I would usually recommend additional sampling and a RAP are addressed in two separate conditions.

Condition 30:

Mitchell Daysh Comment: Note that EC Otago considers the building halos have been assessed. Response: As noted above, building halos have not been adequately assessed, this should be included in the conditions.

Condition 32:

Mitchell Daysh Comment: Note that the intent is to remove contamination as part of stage 1 works
Response: Noted; unexpected discovery procedures are still required.

Other proposed changes in the attached word document - these are tracked and highlighted in yellow.

Happy to discuss the above if required, and any questions let me know.

Kind regards,

Ben

Ngā mihi | Kind Regards

Dr Ben Waterhouse
Senior Associate – Environmental Science
Team Lead – South Island Environmental
Beca



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Appendix Two:

Transport Advice from Ms Helen Chapman and Mr Reese Martin (DCC Transport)

Includes

- Initial advice from DCC Transport – 12 May 2026,
- email comments on updated Conditions -15 June 2026, and
- updated DCC advice following the Panels further information request - 7 August 2026.

TO: Karen Bain, Associate Senior Planner

FROM: Reese Martin, Planner & Helen Chapman, Senior Transport Planner – Transport

DATE: 12th May 2026

SUBJECT: **SOUTHERN LINKS INLAND PORT FAST TRACK CONSENT APPLICATION TRANSPORT SUMMARY FEEDBACK**

APPLICATION:

Dunedin City Council (DCC) thanks the Environmental Protection Agency (EPA) for providing an opportunity to provide comments on the transport aspects of the Southern Link Inland Port (SLIP). The SLIP will be located on the sites at 270, 274, and 292 Duke's Road North to the northeast of Mosgiel on the Taieri plains approximately 15km from central Dunedin and 28km from Port Otago's main base at Port Chalmers.

The SLIP will primarily include the consolidation of Dynes/Icon Logistics' and Port Otago's existing freight handling activities occurring already from multiple locations elsewhere within Dunedin and the relocation of the container maintenance depot to the site at Stage 1. Two subsequent future stages will involve expansion of warehouse storage capacity for commercial tenants/freight operators over time, as well as additional container storage capacity for future growth. This will include a mode shift from freight transport as per the current freight handling activities by road to predominantly via rail by utilising the existing Kiwirail Taieri Branch Railway Line.

DCC staff have met with the applicant prior to the fast-track referral in 2025, and before the application was lodged with the EPA in 2026.

DCC's comments in this document focus on the information provided by the application and Integrated Transport Assessment (ITA) prepared by Stantec to inform an assessment of environmental effects for the proposed Inland Port.

This document covers three main aspects of the proposal:

- Public roading upgrades to Dukes Road North, including the main site access
- Internal site layout including circulation, parking, manoeuvring, and loading
- Wider transport network effects

PUBLIC ROADING UPGRADES/IMPROVEMENTS TO DUKES ROAD NORTH:

Dukes Road North is a local road under the control of DCC, and it forms the main access between the site and the New Zealand Transport Agency (NZTA) State Highway network where it joins SH87. Duke's Road North is classified as a Strategic Road under the Dunedin Second Generation District Plan (2GP) Road Classification Hierarchy that has been identified as suitable for a High Productivity

Motor Vehicle (HPMV). Duke's Road North is an important connection in the local road network providing access between SH87 and Three Mile Hill Road as the alternative roading link between Mosgiel and central Dunedin. Between Carncross Street and Stedman Road and Dukes Road North has a carriageway width of 11.5m adequate for industrial vehicle movements created by the surrounding industrial zoned environment. East of Stedman Road there is a level crossing of the Taieri Branch Railway Line, and the road has a narrower rural formation width of 6.5m which is generally consistent with the surrounding rural zoned environment.

Footpath provision in the area is currently inconsistent with a footpath located on the western side of Stedman Road between Dukes Road North and Odilins Place, and on the northern side of Dukes Road between Hazlett's Road and Carncross Street and results in poor/limited connectivity outcomes, particularly with Mosgiel to the south east.

Approval for upgrades to the road

A key aspect of the development for DCC Transport is the proposed upgrades to Dukes Road North to the east of Stedman Road as far as the main site entrance and to the northern end of the site's road frontage to Dukes Road North. As any improvements to this road will be vested in Council once upgrades are complete it is critical that DCC has oversight of the design, construction and testing of these upgrades so that they meet DCC's requirements prior to vesting and maintenance handover once constructed. The applicant proposes to carry out several improvements to Dukes Road North to support the operation of the proposed SLIP including new vehicle access to the site from Dukes Road North.

As currently drafted conditions 81.1 only require that detailed designs for modifications to the road are submitted to DCC twenty working days prior to works commencing. It is recommended that this needs to be amended to clarify that formal DCC Transport department approval must be obtained prior to construction works commencing and works must be tested during the construction phase to ensure that it is in accordance with DCC's requirements prior to being vested to Council and handed over for maintenance after the end of the twelve-month defect liability period typically required for new public roading infrastructure. Amendments to these conditions are therefore recommended accordingly below to reflect those requirements.

It is also not clear from the plans as submitted whether the full section of Dukes Road North from the Stedman Road intersection, including the level crossing, and the far side of the site's road frontage will be upgraded as part of the development works. DCC would like it to be made clear for the avoidance of any doubt that the extent of upgrades must include the full length of this carriageway section between Stedman Road and the northern end of the site's road frontage. The concept designs as submitted appear only to provide for upgrades from the emergency egress to just beyond the main site entrance. We acknowledge that Dukes Road North, east of Stedman Road is currently not formed to a standard that would be suitable for the anticipated heavy vehicle volumes expected upon full development of the SLIP and improvements to the satisfaction of DCC Transport will be necessary to support this.

Main site entrance designed as an intersection

DCC supports the formation of the main site entrance as an intersection with right turn bay capacity within Dukes Road North. It is noted that the crossing width proposed at 28.0m is greater than the maximum 9 m vehicle crossing permitted by Rule 6.6.3.3 of the DCC Second Generation District Plan (2GP), but this is considered necessary to support safe movement of B Trains and container trucks to and from the site and the proposal necessitates the formation of an intersection-style entrance into

the site as opposed to a more conventional vehicle crossing. We agree and consider that this is unlikely to result in any adverse safety effects given that the main entrance will be formed as an intersection and from a functionality perspective must be designed to accommodate the turning movements of B Trains and container trucks.

The impact on pedestrians of the 28.0m wide main vehicle access is expected to be low due to the location of the site/entrance on the edge of an industrial zone with low pedestrian movements other than those generated from the site. Although it is recommended that a pedestrian crossing is integrated into the design of the main vehicle entrance to ensure any pedestrians crossing the main entrance can do so in a safe manner.

Based on the plans submitted it appears that the proposed intersection concept will be able to be constructed in accordance with the requirements recommended by the *Austrroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections*. That being said, in pre-application meetings between DCC and the Applicant, DCC's Principle Safety Engineer requested that concept designs for the intersection allow for a greater length in the right turn bay to allow for stacking space of approximately 56m for two Bn trains if required in the event two B trains seek to access the site at the same time. The civil works report as submitted only allows for 30m. It is therefore recommended at the detailed engineering design stage that a minimum functional length of 56.0m of right turn bay must be provided to minimise the risk of heavy vehicles blocking Dukes Road North while waiting to turn right into the site noting the strategic significance of Dukes Road North on the wider Dunedin transport network.

We note that the proposed 13.7m wide emergency exit access also will not comply with Rule 6.6.3.3. We acknowledge that the secondary exit-only access will be gated and will only be used in the event of an emergency and otherwise will not service any vehicle movements and has been designed to ensure vehicles are easily and rapidly able to exit/evacuate the site as efficiently as possible in the event of an emergency. Based on the location proposed, it appears that this exit only access will be able to meet the sight distance requirements required in either direction along the road as required by 2GP Rule 6.6.3.2.

The provision of street lighting at the new Dukes Road North intersection wasn't specifically discussed in the pre-application meetings but is essential in terms of the safety of the new intersection. DCC expects that this will be considered as part of the detailed design process and approved by DCC prior to construction and a condition is recommended on that basis. This should include extending the existing street lighting along Dukes Road North from Stedman Road to the site entrance given that the proposal will effectively extend the urban boundary and lighting to accommodate safe movements as part of the improvements to Dukes Road North by the applicant is considered to be appropriate.

Footpath provision

In pre-application meetings and comments provided as part of the fast-track application in 2025 DCC requested that a footpath be formed on Dukes Road North along the site frontage connecting into the existing footpath on Stedman Road and would require a pedestrian crossing being formed across the Taieri Branch Railway Line. During these discussions the applicant was supportive of this and were open to including a new footpath alongside the new stormwater swale that will be constructed along the site's road frontage to Dukes Road North and could be considered in more detail at the detailed engineering design stage as part of the wider upgrades proposed for Dukes Road North.

However, this has not been included in the concept designs, or within conditions as was discussed with the applicant. The conditions only include an advice note that requires the consent holder to work with us to determine if a footpath is needed. DCC's position as has been stated previously is that a footpath is required. If a footpath is not provided this would result in a poor connectivity. As the proposed SLIP effectively extends the urban boundary DCC would expect an extension to the pedestrian network through a footpath or shared path between Stedman Road and the facility entrance in the first instance and ideally to the east to the eastern extent of the site's road frontage. As noted above, the footpath should include specific consideration of the appropriate pedestrian crossing treatment for crossing of the Taieri Branch Railway Line. Conditions are recommended accordingly on that basis.

We acknowledge that the existing footpath network is not continuous and there are gaps that mean it does not link up to the main urban area of Mosgiel. DCC is in the process of developing a programme of improvements to walking and cycling infrastructure within Mosgiel to address gaps in the network. As part of this process, we will be working with the community, developers, and trusts. As mentioned in pre-application meetings we are keen to look for opportunities to work with the applicant on improving the connectivity of the SLIP site to the main urban area of Mosgiel.

Swales and vegetation management

DCC requests clarity at the detailed engineering design stage about whether swales parallel to Dukes Road North will be vested in DCC or remain within SLIP as the boundary locations in the submitted plans are unclear but would ultimately capture stormwater from both Dukes Road North and from the SLIP and may be partially located within DCC controlled road reserve. As discussed in pre-application discussions with the applicant, DCC supports the SLIP retaining responsibility for maintaining vegetation along the site frontage as part of their wider site operations and will seek confirmation of this in writing before the roading improvements are vested in council, albeit it may be beneficial to have this clarified by the applicant now.

INTERNAL SITE LAYOUT INCLUDING CIRCULATION, PARKING, MANOEUVRING, AND LOADING:

The internal site layout upon full development once stages 1-3 have been completed will comprise of a primary internal private road with vehicle lanes, footpaths, and a central turning median to an internal roundabout at the southern end of the site with two private roads extending from the roundabout with the eastern leg of the private road leading to possible future site expansion while the western leg extends to a turning head and the entrance to the main container storage area. A large and smaller car parking area, vehicle loading and exchange areas, a secondary private road, and a heavy vehicle staging area are proposed within the front part of the site so that heavy vehicles, particularly B trains and container trucks are not required to queue within Dukes Road North for extended periods of time before being directed to areas within the site. The remainder of the site will comprise an extensive container storage area, a depot and servicing facility, bulk hardstand areas, warehouse buildings, a rail siding for transporting containers to and from Port Chalmers, and a stormwater detention/management pond.

We note that the internal private site roads have been designed and will be constructed to a higher standard than required through the 2GP and Code of Subdivision to optimise on-site operations and accommodate the movements of B trains, container trucks and port vehicles as well as staff, visitor, and contractor movements in a controlled manner. DCC notes that the internal site roads will not be vested in council but owned and maintained by SLIP. Based on the site layout and the explanation provided by the applicant and Stantec, it appears that they are confident that the proposed layout

will be suitable for the necessary operational requirements within the overall SLIP site and the applicant is best placed to understand and manage this as long as these are designed to achieve any applicable standards. In any case, it appears that the internal site layout will be able to be designed to comply with parking, manoeuvring, and loading standards required by the 2GP with all vehicles expected to enter and exit onto Dukes Road North in a forward direction via the proposed circulation roads.

Parking and manoeuvring standards

The proposed parking and manoeuvring conditions should refer to the requirements of the 2GP and not specifically AS/NZS 2890.1:2004 from which the 2GP requirements are based on if they are not seeking to not comply with any of those requirements.

Signage:

The applicant anticipates that a range of signage will need to be installed to provide direction/wayfinding, manage operation, and support safety, but that the final design of this has yet to be confirmed but the majority of the signage is likely to be illuminated but no advertising or promotional signage is proposed to be displayed. They consider that signage will be designed to minimise visibility and illumination from and of nearby sites while still being practical. The applicant proposes a range of mitigation measures to control this including compliance with the 2GP signage requirements (Rule 6.7.3). Overall, we agree that any effects from this signage will be able to be managed via the conditions of consent and those promoted by the applicant.

WIDER TRANSPORT NETWORK EFFECTS:

The establishment and operation of the SLIP will have a significant impact on freight movements and patterns within and around Dunedin. The consolidation of existing heavy and light vehicle movements spread across multiple sites is expected to contribute to increased productivity and efficiency. While the shift to greater use of rail freight is expected to have positive safety, emissions, and amenity benefits through a reduction in heavy vehicles in the central city and on SH88 where it travels through West Harbour communities.

There are some existing safety and capacity issues on the Mosgiel transport network that may be exacerbated by a localised increase in heavy vehicles. The Integrated Transport Assessment notes that stage one will result in an overall decrease in the total number of heavy vehicle movements, but stages two and three will result in an increase in movements per day. We consider that this increase will include a number of short distance trips between the Fonterra Mosgiel and the Icon logistics site on Stedman Road that are unlikely to have a significant impact on the network. However, the additional 150 heavy vehicle movements per day expected to connect to SH1 via Dukes Road North and SH87 through the Mosgiel Centre along Gordon Road will have a noticeable impact on the wider transport network. While these only represent a 1% increase in total traffic on SH87 through Mosgiel, this is a proportionally significant increase (30%) over and above the existing 500 heavy vehicles movements per day currently occurring. They also expect that at Stage 3 the site will generate 250 light vehicle movements per day and 230 heavy vehicle movements per day along Dukes Road North close to the site entrance.

That being said, it is not considered that the applicant is required to carry out significant improvements to the wider Transport network in response to the traffic impacts that will be created by the proposal. These traffic volumes are within the context of Dukes Road North and SH87 corridor being strategic freight routes and in isolation are unlikely to trigger the need for major network

changes. However, when existing network constraints and anticipated growth from broader residential and commercial developments is considered, targeted network upgrades may be required.

NZTA and DCC are currently working together on a Mosgiel Transport Study and SH87 Optimisation business case to identify what improvements are needed to the Mosgiel transport network, especially SH87 and the connection to SH1, to address current concerns and future growth in Mosgiel. The information provided in the ITA will help to inform this work. It is expected that potential interventions to improve freight movements, for example any upgrades to the SH87 Duke's Road North intersection, will be identified as part of this work.

Overall, the impacts of the SLIP on the wider transport network are considered to be able to be manageable through localised roading improvements to Dukes Road North carried out by the applicant and targeted improvements to the wider transport network by DCC in collaboration with NZTA.

CONCLUSION

Overall, Transport considers that the Southern Link Inland Port is unlikely to result in adverse impacts on the Dunedin Transportation network, subject to the following recommended conditions, amendments to proposed conditions and advice notes to manage these potential effects.

CONDITIONS:

Transport/Roading:

72.1 Detailed **engineering** plans, ~~and drawings for operational transport / roading aspects~~ **showing the construction of the improvements to Dukes Road North** necessary to service the Southern Link Inland Port **and the construction of the Southern Link Inland Port shall** ~~must be provided~~ **submitted to and approved by** the Dunedin City Council **Transport group** ~~at least 20 working days~~ prior to **construction or** the commencement of any transport related works on the site or on the surrounding transport network.

72.2 The design must be in general accordance with that shown on the following Stantec plans:

- (a) Roding Plan Overall – 310206525-STN-00-210-DR-CI-070011;
- (b) Roding Plan Sheet 01 of 08 - 310206525-STN-00-210-DR-CI-070012;
- (c) Roding Plan Sheet 02 of 08 - 310206525-STN-00-210-DR-CI-070013;
- (d) Roding Plan Sheet 03 of 08 - 310206525-STN-00-210-DR-CI-070014;
- (e) Roding Plan Sheet 04 of 08 - 310206525-STN-00-210-DR-CI-070015;
- (f) Roding Plan Sheet 05 of 08 - 310206525-STN-00-210-DR-CI-070016;
- (g) Roding Plan Sheet 06 of 08 - 310206525-STN-00-210-DR-CI-070017;
- (h) Roding Plan Sheet 07 of 08 - 310206525-STN-00-210-DR-CI-070018;
- (i) Roding Plan Sheet 08 of 08 - 310206525-STN-00-210-DR-CI-070019; and
- (j) Roding & Pavements Layout Plan Entranceways - 310206525-STN-00-210-DR-CI070050.

along with any changes made to the preliminary / concept level design plans as necessary as a result of detailed design.

72.3 The detailed design plans and drawings must include but not be limited to:

- (a) Layout and dimensions of the main access / Dukes Road North intersection and secondary (emergency) access to the Southern Link Inland Port site (including but not limited to vehicle crossing widths, distances to closest intersections, sight lines, separation distances, gradients, road widths);
- (b) Identification of how the main and secondary accesses will alter the existing road reserve on Dukes Road North;
- (c) Layout and dimensions of the swale system located within the Dukes Road North road reserve (including but not limited to pipe culverts, longitudinal slopes, vegetation selection);
- (d) Layout and dimensions of the internal road network within the Southern Link Inland Port site (including but not limited to gradients, road widths, pavement design, loading areas, carparking, turning bays);
- (e) Road signs and road markings within the Southern Link Inland Port site, and in the surrounding transport network; and
- (f) Street lighting infrastructure design.
- (g) 2.0m wide footpath along the Dukes Road North road frontage;
- (h) Pedestrian level crossing improvements to the Dukes Road North level railway crossing;
- (i) Street lighting between Stedman Road and the main site entrance; and
- (j) A minimum 56.0m long right turn bay with suitable capacity for 2 B-Trains.
- (k) Public pedestrian crossing point across the main site entrance.

73 The operational transport/roading aspects of the Southern Link Inland Port must be constructed in ~~general~~ accordance with the detailed design plans and drawings ~~unless a conflict or inconsistency between the conditions of this consent and the provisions of the detailed design plans and drawings is identified, in which instance the conditions of this consent must prevail~~ **required by Condition 81.**

~~Advice Note: The Consent Holder is to work collaboratively with the Dunedin City Council to determine if there is a need for the provision of a footpath connection to / from the Southern Link Inland Port, and to provide such a footpath if the need is confirmed.~~

74 **Upon completion of upgrade of Dukes Road North, all works shall be tested to demonstrate that they meet the acceptance requirements of the DCC Code of Subdivision and Development.**

75 **Upon completion of all of the roading works, the works shall be certified as having been constructed in accordance with the approved plans and specifications, and as-built plans shall be provided to the DCC Transport Group.**

- 76 The applicant is liable for the maintenance of all publicly vested road infrastructure for a period of 12 months including the remediation of any defects at the end of this period in accordance with the Dunedin Code of Subdivision and Development.
- 77 Any damage to any part of the footpath or road formation as a result of the demolition or construction works must be reinstated at the applicant's cost.

Parking and Manoeuvring

- 78 On-site parking and loading bay provisions must be provided at the Southern Link Inland Port in accordance with the operational transport / roading detailed design plans and drawings required by Condition 81.
- ~~Onsite parking spaces shall be provided in accordance with minimum size requirements detailed in AS / NZS 2890.1:2004 Parking facilities.~~
- 79 On-site parking spaces shall be provided in accordance with **the** minimum size requirements detailed in **Rule 6.6.1.1 of the 2GP**.
- 80 On-site loading bays shall be provided in accordance with the minimum size requirements detailed in AS / NZS 2890.1:2004 Parking facilities.
- 81 All on-site access, parking, and manoeuvring areas shall be formed, drained, and sealed, and thereafter maintained in a permanent dust-free all-weather surface.
- 82 Vehicle parking spaces must be delineated with white painted lines. Loading bays shall be delineated with yellow painted lines and have signage in accordance with NZS 4121:2001 requirements.
- 83 The parking (and loading) areas must be illuminated to a minimum maintained level of 2 lux, with high uniformity, during the hours of operation.

ADVICE NOTES:

1. It is advised that any works within legal road are required to be undertaken by a DCC approved contractor and will require an approved corridor access request.
2. The applicant will require a TMP, prepared by a suitably qualified person, if the proposed works affect the normal operating conditions of the transport network. The TMP will need to be approved by Transport, prior to any works commencing.
3. The vehicle crossing, between the road carriageway and the property boundary, is within legal road and will therefore require a separate Vehicle Entrance Approval from DCC Transport to ensure that the vehicle crossing is constructed/upgraded in accordance with the

Dunedin City Council Vehicle Entrance Specification (note: this approval is not included as part of the resource consent process). The finish levels of the vehicle crossing must match the existing levels at the back of the footpath where applicable and tie into the existing edge of seal.

From: Helen Chapman [REDACTED]

Sent: Monday, 15 June 2026 3:54 p.m.

To: Alan Worthington [REDACTED]; Karen Bain [REDACTED]

Cc: Reese Martin [REDACTED]

Subject: Re: FTAA-2604-1207 - Updated Condition Suite - Following Council Review

Kia Ora,

Reese and I have had a look at the proposed updated conditions and our comment. We think we probably need to meet with the applicant as soon as is possible. They haven't accepted some of the conditions we proposed, and it is not clear why. For the things that haven't been accepted, Joanne states that "*these aspects will need to be discussed further with DCC through the Fast Track process.*" I am not entirely sure what this is supposed to mean because isn't this exactly what we are currently doing? At what point would these aspects be discussed if not at this stage of the process? I'm assuming that after the updated conditions are lodged on Wednesday the EPA will consider these. Is there another opportunity for DCC to provide comment that I am not aware of?

Who would be best placed to set up a meeting with Joanne to walk her through all of our recommended changes as she likely isn't fully across what they mean and to discuss what her concerns are? Is this something Transport can do directly? It would be good to clarify a few areas of confusion, for example is the '*third party land*' she refers to DCC Road reserve. Is it possible she is suggesting that there needs to be a Private Development Agreement (PDA) between Dynes/Port Otago and DCC for the upgrades to Dukes Road North? I would find that odd given that the detailed plans submitted as part of the application show works to the road reserve and is required in part by conditions of consent.

Our detailed feedback on the conditions is:

Condition 72.1: They have retained reference to the detailed engineering plans being submitted at least 20 working days prior to works commencing. My interpretation of this wording is that they would submit the plans to transport, but there would be no requirement for Council to actually formally approve the plans or request changes during the detailed engineering review process prior to construction. For physical changes to the DCC roading network any changes need to be approved by DCC. Typically the process would be that we receive the engineering plans, review them, request any changes where required, and issue a formal approval letter once we are comfortable with the design. I would say that it would be in the applicant's best interests to submit the plans for approval as early as possible to minimize the risk of any delays during the review process and it will come down to how appropriate the final design is when it is submitted for approval. We can note that we are happy to answer any questions or receive any draft plans as they refine the design?

Condition 72.3: They have accepted the conditions in part but have not accepted the requirements for a pedestrian level crossing improvement to the Dukes Road North level railway crossing, the double length right turn bay, and a public pedestrian crossing point across the main site entrance. I would argue that these should be included and are essential from our perspective. I can understand the railway crossing potentially falling outside of the scope of the Fast Track but surely, we need some certainty that there will consultation with KiwiRail and an assessment of the safety of proposed designs for where the pedestrian

path crosses the railway. Kiwirail have previously indicated that this level crossing is rail over road and hence responsibility lies with Kiwirail.

Condition 73: I think they need to clarify the intent or purpose of this condition as the wording to me is ambiguous on what it means and is why I suggested that a lot of it should be deleted.

Conditions 74/75: It sounds like the Mitchell Daysh consultant isn't familiar with the testing requirements during construction or the defect period for the new constructed assets in relation to some of the additional standard transport conditions we recommended. The pavement design, footpath, etc of the upgraded parts of Dukes Road North needs to be tested during the construction phase and inspected by DCC when the testing is carried out to ensure that they meet the national construction requirements and if not, how they are amending the approved design to comply if there are failed test results. The detailed design will detail what the pavement design will be, but it depends on what the testing results are.

Condition 77: I think we need them to confirm that they are anticipating that they will comply with the 2GP as it relates to the on-site parking layout. The 2GP requirement is derived from AS/NZS 2890.1:2004 Parking facilities, but it's not identical and referring to the plan requirements is easier from a compliance perspective. I personally don't see an issue referring to the plan as it would be the same as the national standards being updated at any point in the future and would create the same level of uncertainty.

They haven't accepted the lighting requirement condition for the parking and loading areas. There are other requirements for lighting via conditions, but it's unclear why they haven't included the condition around compliant lighting for the parking and loading areas and needs to be clarified.

Condition 81: As previously noted to Karen, DCC does not have any expertise or authority to review the plans for rail siding. It would be up to KiwiRail to assess its appropriateness. We can just maybe note that this isn't something that Transport would assess.

TO: John Sule, Consultant Planner

FROM: Reese Martin, Planner & Helen Chapman, Senior Transport Planner – Transport

DATE: 7th August 2026

SUBJECT: **SOUTHERN LINKS INLAND PORT FAST TRACK CONSENT APPLICATION
TRANSPORT SUMMARY FEEDBACK**

APPLICATION:

Dunedin City Council (DCC) thanks the Environmental Protection Agency (EPA) and Fast Track Panel for providing an opportunity to provide comments on the transport aspects of the Southern Link Inland Port (SLIP) Fast Track application. The SLIP will be located on the site's at 270, 274, and 292 Duke's Road North to the northeast of Mosgiel on the Taieri plains approximately 15km from central Dunedin and 28km from Port Otago's main base at Port Chalmers.

The SLIP will primarily include the consolidation of Dynes/Icon Logistics' and Port Otago's existing freight handling activities occurring already from multiple site locations elsewhere within Dunedin and Mosgiel and the relocation of the container maintenance depot on Strathallan Street to the site at Stage 1. Two subsequent future stages will involve the expansion of warehouse storage capacity for commercial tenants/freight operators over time, as well as additional container storage capacity for future growth. This will include a mode shift from freight transport as per the current freight handling activities by road to predominantly via rail by utilising the existing Kiwirail Taieri Branch Railway Line.

DCC Transport staff have met with the applicant prior to the fast-track referral in 2025, and before the application was lodged with the EPA in 2026 as well as a subsequent meeting with the applicant's post lodgement.

DCC's comments in this document focus on the information provided within the application and Integrated Transport Assessment (ITA) prepared by Stantec to inform an assessment of environmental effects for the proposed Inland Port as well as the additional transport assessment addendum report from Stantec requested by the Fast Track Panel.

This document covers four main aspects of the proposal:

- Public roading upgrades to Dukes Road North, including the main site access.
- Internal site layout including circulation, parking, manoeuvring, and loading.
- Wider transport network effects.
- Assessment of the Second Generation District Plan (2GP) Rule 6.11.2.2 assessment matters.

PUBLIC ROADING UPGRADES/IMPROVEMENTS TO DUKES ROAD NORTH:

Dukes Road North is a local road under the control of the DCC, and it forms the main access between the site and the New Zealand Transport Agency (NZTA) State Highway network where it joins SH87. Duke's Road North is classified as a Strategic Road under the Dunedin Second Generation District Plan (2GP) Road Classification Hierarchy that has been identified as suitable for a High Productivity Motor Vehicle (HPMV). Duke's Road North is an important connection in the local roading network, providing access between SH87 and Three Mile Hill Road as the alternative roading link between Mosgiel and central Dunedin. Between Carncross Street and Stedman Road and Dukes Road North has a carriageway width of approximately 11.5m adequate for industrial vehicle movements created by the surrounding industrial zoned environment. East of Stedman Road there is a level crossing of the Taieri Branch Railway Line, and the road has a narrower rural formation width of approximately 6.5m which is generally consistent with the surrounding rural zoned environment.

Footpath provision in the area is currently inconsistent with a footpath located on the western side of Stedman Road between Dukes Road North and Odilins Place, and on the northern side of Dukes Road between Hazlett's Road and Carncross Street and results in poor/limited connectivity outcomes, particularly with Mosgiel to the south east.

Approval for upgrades to the road

A key aspect of the development for DCC Transport is the proposed upgrades to Dukes Road North to the east of Stedman Road as far as the main site entrance and to the northern end of the site's road frontage to Dukes Road North. As any improvements to this road will be vested in Council once upgrades are complete, it is critical that DCC has oversight of the design, construction and testing of these upgrades so that they meet DCC's requirements prior to vesting and maintenance handover once constructed. The applicant proposes to carry out several improvements to Dukes Road North to support the operation of the proposed SLIP including new vehicle access to the site from Dukes Road North.

As currently set out in the applicant's draft conditions, condition 72 only requires that detailed engineering and design plans for modifications to the road are submitted to DCC twenty working days prior to works commencing. It is recommended that this needs to be amended to clarify that formal DCC Transport department approval must be obtained prior to Transport related construction works commencing. All upgrade works must also be tested during the construction phase to ensure that it is in accordance with DCC's requirements prior to being vested to Council and handed over for maintenance after the end of the twelve-month defect liability period typically required for new public roading infrastructure. Amendments to these conditions are therefore recommended accordingly below to reflect those requirements. We also recommend not setting a statutory deadline for this approval to be obtained to ensure that there is appropriate opportunity for DCC to work collaboratively with the applicant as detailed engineering designs are refined through the engineering and review process as the project progresses in the event that consent is granted, subject to conditions.

It is also not clear from the plans as submitted whether the full section of Dukes Road North from the Stedman Road intersection, including the level crossing, and the far side of the site's road frontage will be upgraded as part of the overall development works. DCC would like it to be made clear for the avoidance of any doubt that the extent of upgrades must include the full length of this carriageway section between Stedman Road and the northern end of the site's road frontage. The concept designs as submitted appear only to provide for upgrades from the emergency egress to just

beyond the main site entrance. We acknowledge that Dukes Road North, east of Stedman Road is currently not formed to a standard that would be suitable for the anticipated heavy vehicle volumes expected upon full development of the SLIP and improvements to the satisfaction of DCC Transport will be necessary to support this. Acknowledging that this will trigger separate approval processes for the section of Dukes Road North that crosses over the Taieri Branch Railway Line.

Main site entrance designed as an intersection

DCC supports the formation of the main site entrance as an intersection with right turn bay capacity within Dukes Road North. It is noted that the vehicle crossing width proposed at approximately 28.0m is greater than the maximum 9.0m vehicle crossing width permitted by Rule 6.6.3.3 of the 2GP. However, this is considered necessary in this instance to support practical and safe movement of B Trains and 19.0m semi-trailer container trucks to and from the site and the proposal necessitates the formation of an intersection-style entrance into the site as opposed to a more conventional vehicle crossing design. We agree and consider that this is unlikely to result in any adverse safety or efficiency effects given that the main entrance will be formed as an intersection and from a functionality perspective must be designed to accommodate the turning movements of B-Trains and 19.0m semi-trailer container trucks and we have confidence that this can be designed to operate safely and efficiently.

We also agree that the impact on pedestrians and other road users of the 28.0m wide main vehicle access is expected to be low due to the location of the site/entrance on the edge of an industrial zone with low pedestrian movements other than those generated by staff travelling to and from the site. A pedestrian entrance to the site from Dukes Road North is yet to be determined and is best considered at the detailed engineering design phase to confirm the optimal location for this and whether or not a footpath is necessary to extend along the full length of the site's road frontage.

Based on the plans submitted it appears that the proposed intersection concept will generally be able to be constructed in accordance with the requirements recommended by the *Austroad's Guide to Road Design Part 4A: Unsignalised and Signalised Intersections*. That being said, in a pre-lodgement meeting between DCC and the applicant, DCC's Principle Safety Engineer requested that concept designs for the intersection allow for a greater length in the right turn bay to allow for stacking space of approximately 56m for two B-Trains if required in the event two B-Trains seek to access the site at the same time. These appear to have been incorporated into the overall design and can again be confirmed at the engineering approval stage to minimise the risk of heavy vehicles blocking Dukes Road North while waiting to turn right into the site noting the strategic significance of Dukes Road North on the wider Dunedin transport network.

We note that the proposed approximately 13.7m wide emergency exit/egress access also will not comply with Rule 6.6.3.3. We acknowledge that the secondary exit-only access will be gated and will only be used in the event of an emergency and otherwise will not service any vehicle movements and has been designed to ensure vehicles are easily and rapidly able to exit/evacuate the site as efficiently as possible in the event of an emergency. Based on the location proposed, it appears that this exit only access will be able to meet the sight distance requirements required in either direction along Dukes Road North by the 2GP.

The provision of street lighting at the new Dukes Road North intersection and along the upgraded sections of Dukes Road North were not specifically discussed in pre-lodgement meetings but is essential in terms of ensuring the safety of the new intersection and the amended roading layout. DCC expects that this will be considered as part of the detailed design process and approved by DCC

prior to construction and a condition is recommended on that basis which has been accepted and incorporated into the applicant's draft conditions. This should include extending the existing street lighting along Dukes Road North from Stedman Road to the site entrance given that the proposal will effectively extend the urban boundary and lighting to accommodate safe movements as part of the improvements to Dukes Road North by the applicant is considered to be appropriate.

Footpath provision

In pre-lodgement meetings and comments provided to the applicant as part of the fast-track application in 2025 DCC requested that a footpath be formed on Dukes Road North along the site frontage connecting into the existing footpath on Stedman Road and would also trigger the potential requirement for improvements to be made to support the movement of pedestrians across the Taieri Branch Railway Line. During these discussions the applicant was supportive of this in principle and were open to including a new footpath alongside the new stormwater swale that will be constructed along the site's road frontage to Dukes Road North and could be considered in more detail at the detailed engineering design stage as part of the wider upgrades proposed for Dukes Road North.

However, this was not included in the concept designs, or within the draft conditions as was discussed with the applicant. The conditions only included an advice note that requires the consent holder to work with DCC to determine if a footpath is needed. DCC's position as has been stated previously is that a footpath is required. If a footpath is not provided this in our view would result in a poor connectivity outcome. As the proposed SLIP effectively extends the urban boundary DCC would expect an extension to the public pedestrian network through a footpath or shared path between Stedman Road and the facility entrance in the first instance and ideally to the east to the eastern extent of the site's road frontage. As noted above, the applicant will need to provide specific consideration of any appropriate pedestrian crossing treatments for crossing the Taieri Branch Railway Line.

We acknowledge that the existing footpath network in the surrounding area is not continuous and there are gaps that mean it does not link up to the main urban area of Mosgiel. DCC is in the process of developing a programme of improvements to walking and cycling infrastructure within Mosgiel to address these existing gaps in the network. As part of this process, we will be working with the community, developers, and trusts. As mentioned in pre-lodgement meetings we are keen to look for opportunities to work with the applicant on improving the connectivity of the SLIP site to the main urban area of Mosgiel.

A subsequent meeting was then held between the Dunedin City Council and representatives of the SLIP regarding the draft set of conditions to clarify the reasoning/rationale behind the recommended changes and the majority of the concerns raised by the SLIP representatives were resolved except for the construction of a footpath along the frontage of the SLIP site to provide a pedestrian link to the rest of Mosgiel. This also included discussions around the need for a level crossing safety assessment to be carried out by the applicant to consider what improvements may be necessary to support pedestrians safely crossing the Dukes Road North level crossing. Albeit acknowledging that third party approval will need to be obtained by the applicant from Kiwirail, likely outside of the Fast Track consenting framework.

All of that being said, our position remains that DCC has an expectation that because the use of the site is extending the urban boundary, appropriate public pedestrian/cycle access is provided to the Inland Port site to encourage and promote a range of travel modes safely along the road corridor that otherwise would not be constructed by DCC if the Inland Port was not established. We are

amenable to compromising on the final design and length of the shared path that needs to be constructed alongside the swale to minimise construction costs and so that it terminates at a logical secure entry point into the SLIP site. As noted further below, the applicant is now supportive of this walking and cycling connection to the site. We accept that while a pedestrian connection along the full length of the site's Duke Road North Frontage given the lack of any further development east of the site may not be justified at this stage and terminating at an appropriate entrance to the site instead, an ideal outcome would be to future proof the design of the proposed swale along Dukes Road North to enable further footpath extensions by DCC at a later date if ever required.

The applicant has also now subsequently provided DCC with rough indicative concept drawings of a path alignment along the site's road frontage with Dukes Road North from Stedman Road through the main site entrance. This also includes two options for a safe pedestrian crossing point across the railway line. We note that the path as shown is located well within the site boundary and an easement in gross in favour of DCC will need to be created to ensure that the general public have access to this path and so that this can be maintained by DCC unless this is intended to be vested to Council as legal road. In any case, these designs will need to be refined further and considered in more detail at the detailed engineering stage and the final railway crossing will also be subject to separate Kiwirail approval. These designs also do not take into consideration any necessary road widening required over the existing railway level crossing.

Swales and vegetation management

DCC requests clarity at the detailed engineering design stage about whether the proposed swales parallel to Dukes Road North will be vested in DCC or remain within SLIP as the boundary locations in the submitted plans are unclear but would ultimately capture stormwater from both Dukes Road North and from the SLIP and may be partially located within DCC controlled road reserve. As discussed in pre-lodgement discussions with the applicant, DCC supports the SLIP retaining responsibility for maintaining vegetation along the site frontage as part of their wider site operations and will seek confirmation of this in writing before the roading improvements are vested in Council, albeit it may be beneficial to have this clarified by the applicant now as part of the Fast Track approval process.

INTERNAL SITE LAYOUT INCLUDING CIRCULATION, PARKING, MANOEUVRING, AND LOADING:

The internal site layout upon full development once Stages 1-3 have been completed will comprise of a primary internal two-way private road with vehicle lanes, footpaths, and a central turning median to an internal roundabout at the southern end of the site. Two private roads will extend from the roundabout with the eastern leg of the private road leading to possible future site expansion while the western leg extends to a turning head and the entrance to the main container storage area. A larger and smaller car parking area, vehicle loading and exchange areas, a secondary private road, and a heavy vehicle staging area are proposed within the front part of the site so that heavy vehicles, particularly B-Trains and semi-trailer container trucks are not required to queue within Dukes Road North for extended periods of time before being directed to areas within the site. The remainder of the site will comprise an extensive container storage area, a depot and servicing facility, bulk hardstand areas, warehouse buildings, a rail siding for transporting containers to and from Port Chalmers, and a stormwater detention/management pond.

We note that the proposed internal private roads have been designed and will likely be constructed to a higher standard than required by the 2GP and Code of Subdivision to optimise on-site operations and accommodate the movements of B-Trains, semi-trailer container trucks, and other port specific

handling vehicles as well as light staff, visitor, and contractor movements in a controlled manner. DCC notes that the internal site roads will not be vested in Council but owned and maintained by SLIP. Based on the site layout and the explanation provided by the applicant and Stantec, it appears that they are confident that the proposed layout will be suitable for the necessary operational requirements within the overall SLIP site and we consider that the applicant is best placed to understand and manage this as long as these are designed to achieve any applicable standards. In any case, it appears that the internal site layout will be able to be designed to comply with the parking, manoeuvring, and loading standards required by the 2GP with all vehicles expected to enter and exit onto Dukes Road North in a forward direction via the proposed circulation roads.

Parking and manoeuvring standards and car parking provision

The proposed parking and manoeuvring conditions should refer to the requirements of the 2GP and not specifically AS/NZS 2890.1:2004 from which the 2GP requirements are based on if they are not seeking to not comply with any of those requirements. It is otherwise expected the proposed parking and manoeuvring layouts within the site have been designed to comply with the 2GP including the use of directional signage and line marking to control vehicle circulation in these areas. The applicant propose to provide 180 car parking spaces and they consider that this will be sufficient to meet the anticipated on-site car parking demand and we note that no public on-road car parking is available on Dukes Road North east of Stedman Road.

Signage:

The applicant anticipates that a range of signage will need to be installed to provide directional/wayfinding, manage operation, and support safety, but that the final design of this has yet to be confirmed. Although they have confirmed that the majority of the signage is likely to be illuminated but no advertising or promotional signage is proposed to be displayed. They consider that signage will be designed to minimise visibility and illumination from and of nearby sites while still being practical. The applicant proposes a range of mitigation measures to control this including compliance with the 2GP signage requirements (Rule 6.7.3). Overall, we agree that any effects from this signage will be able to be managed via the conditions of consent and those promoted by the applicant.

Lighting:

The 2GP requires that parking, manoeuvring, and loading areas and associated access areas that are used at night must be illuminated to a minimum maintained level of 2 lux, with high uniformity, during the hours of operation. We note that as part of the applicant's lighting assessment that operationally, internal site lighting is required to be significant higher/in excess of these requirements to ensure the safe operation of the site and movements by staff and we agree that compliance with these requirements for lighting will be readily achievable.

WIDER TRANSPORT NETWORK EFFECTS:

The establishment and operation of the SLIP will have a significant impact on freight movements and patterns within and around Dunedin. The consolidation of existing heavy and light vehicle movements spread across multiple sites is expected to contribute to increased productivity and efficiency. While the shift to greater use of rail freight is expected to have positive safety, emissions, and amenity benefits through a reduction in heavy vehicles in the central city and on SH88 where it travels through West Harbour communities.

There are some existing safety and capacity issues on the Mosgiel transport network that may be exacerbated by a localised increase in heavy vehicles. The Integrated Transport Assessment and addendum report notes that stage one will result in an overall decrease in the total number of heavy vehicle movements from Dynes/Icon Logistics operations per day (a reduction of 4,000 annual heavy vehicle movements along SH88 and an increase of 2,300 annual heavy vehicle movements along SH87), but stages two and three will result in an overall increase in movements per day and annually by Dynes/Icon Logistics as a result of expanded warehouse activities, and the road/rail hub (32,000 in total annually).

In addition to this, we consider that this increase will include a number of additional short distance trips between the Fonterra Mosgiel and the Icon logistics site on Dukes Road North that are unlikely to have a significant impact on the network (18,000 annual movements between Fonterra/Icon Logistics and the SLIP). However, the additional 130-150 heavy vehicle movements per day expected to connect to SH1 via Dukes Road North and SH87 through the Mosgiel Centre along Gordon Road will have a noticeable impact on the wider transport network. While these only represent a 1% increase in total traffic on SH87 through Mosgiel, this is a proportionally significant increase (21-27%) over and above the existing 550-700 heavy vehicles movements per day currently occurring. They also expect that at Stage 3 the site will generate 310 light vehicle movements per day and 230 heavy vehicle movements per day on average along Dukes Road North close to the site entrance. Although we do acknowledge that these volumes will be spread out across the day. It's also helpful to understand that the peak of light vehicle movements to and from the site is expected to occur outside of the network commuter peak where shift changes will occur outside of the AM and Pm peak network times.

That being said, it is not considered that the applicant is required to carry out significant improvements to the wider Transport network in response to the traffic impacts and additional vehicle movements that will be created by the proposal. These traffic volumes are within the context of Dukes Road North and SH87 corridor being strategic freight routes and in isolation are unlikely to trigger the need for major network changes. However, when existing network constraints and anticipated growth from broader residential and commercial developments is considered, targeted network upgrades may be required.

This is further reinforced by the findings of the applicant's SIDRA intersection analysis of the State Highway 87/Dukes Road North/South/Gordon Road intersection contained within the applicant's addendum traffic report. This shows that the additional 25-30 heavy vehicle movements in the morning and evening peak hour expected worse case between Gordon Road and Dukes Road North created by the proposal will result in only very minor delays of 2 seconds and 2.0m in reduced efficiency to the intersection compared to the current operation of the intersection.

We also agree that the intersection already has a moderate risk rating due to its existing geometry and that the existing right turn bay storage capacity appears to be somewhat limited for articulated/semi-trailer vehicles. NZTA and DCC are currently working together on a Mosgiel Transport Study and SH87 optimisation business case to identify what improvements are needed to the Mosgiel transport network, especially SH87 and the connection to SH1, to address current concerns and future growth in Mosgiel. The information provided in the ITA and addendum report will help to inform this work. It is expected that potential interventions to improve freight movements, for example any upgrades to the SH87 Duke's Road North intersection, will be identified as part of this work.

Overall, the impacts of the SLIP on the wider transport network are considered to be able to be manageable through localised roading improvements to Dukes Road North carried out by the applicant and targeted improvements to the wider transport network by DCC in collaboration with NZTA.

ASSESSMENT OF RULE 6.11.2.2 ASSESSMENT MATTERS:

Subsequently to the original Integrated Transport Assessment (ITA), in the applicant's addendum traffic report, they have provided an assessment of the individual assessment matters set out by Rule 6.11.2. We have reviewed this assessment and can provide the following comments.

Acknowledging that the proposal is considered by the 2GP as a High Trip Generator, we are of the view that the applicant is adequately proposing to mitigate any adverse impacts on the safety and efficiency of the transport network with the design of the various measures proposed along Dukes Road North being able to be refined, approved, and certified at the detailed engineering stage prior to construction works occurring on-site. This includes several public roading improvement/upgrades to Dukes Road North including an access that complies with the relevant intersection requirements which have been agreed between DCC and the applicant. As noted already above, we also expect that this shall include lane widening of Dukes Road North between Stedman Road and the main access / Dukes Road North intersection and secondary (emergency) access to the Southern Link Inland Port site.

We agree that the proposal will contribute towards a reduction in heavy vehicles movements across the wider transport network along SH88/SH1 and create some positive benefits/effects and no changes by the applicant to improve the safety or efficiency of any intersections are required.

We agree that while walking or cycling movements to and from the site may be low, mitigating the risk of conflict with an increase in truck movements and enabling greater use of walking and cycling by staff is still considered to be an important aspect of the proposal by DCC and support this being addressed via the formation of a footpath east of Stedman Road and west of the site access. The applicant will need to work with Kiwirail to confirm what improvements may be required to facilitate safe movements across the railway level crossing and any necessary level crossing improvements more broadly as a result of the proposal.

We agree that the proposal is unlikely to result in congestion effects or result in an exceedance of the capacity of Dukes Road North, and the anticipated additional vehicle movements will be able to be absorbed within the transport network, subject to the roading improvements promoted/accepted by the applicant and imposed as transport conditions below. We also agree that while the proposal will result in increased vehicle movements overall along Dukes Road North and SH87 and greater exposure of heavy vehicles within Mosgiel and the risk of serious injury if a collision occurred, this does not suggest that this will inherently result in increased risk or frequency of a collision actually occurring.

In relation the effects on accessibility, the proposal overall will result in an adequate level of accessibility to and from the site through the provision of sufficient on-site car parking to meet anticipated staff demands, safe and appropriate access to the site, and support for walking and cycling trips by staff to and from Mosgiel including the use of end of trip cycle parking and changing facilities.

CONCLUSION

Overall, Transport considers that the Southern Link Inland Port is unlikely to result in adverse impacts on the Dunedin transportation network and that any impacts will be able to be adequately managed, subject to the following recommended conditions, amendments to proposed conditions, and advice notes below to manage these potential effects.

CONDITIONS:

Transport/Roading:

73 Detailed engineering and design plans and drawings for the construction of improvements to Dukes Road North necessary for the construction and operation of the Southern Link Inland Port must be ~~provided~~ submitted to the Dunedin City Council Transport Group via email to rcmonitoring@dcc.govt.nz and approved by the Dunedin City Council Transport Group ~~at least 20 working days~~ prior to the commencement of any transport related works on the site or on the surrounding transport network.

73.1 The design must be in general accordance with that shown on the following Stantec plans:

- (k) Roding Plan Overall – 310206525-STN-00-210-DR-CI-070011;
- (l) Roding Plan Sheet 01 of 08 - 310206525-STN-00-210-DR-CI-070012;
- (m) Roding Plan Sheet 02 of 08 - 310206525-STN-00-210-DR-CI-070013;
- (n) Roding Plan Sheet 03 of 08 - 310206525-STN-00-210-DR-CI-070014;
- (o) Roding Plan Sheet 04 of 08 - 310206525-STN-00-210-DR-CI-070015;
- (p) Roding Plan Sheet 05 of 08 - 310206525-STN-00-210-DR-CI-070016;
- (q) Roding Plan Sheet 06 of 08 - 310206525-STN-00-210-DR-CI-070017;
- (r) Roding Plan Sheet 07 of 08 - 310206525-STN-00-210-DR-CI-070018;
- (s) Roding Plan Sheet 08 of 08 - 310206525-STN-00-210-DR-CI-070019; and
- (t) Roding & Pavements Layout Plan Entranceways - 310206525-STN-00-210-DR-CI070050.

along with any changes made to the preliminary / concept level design plans as necessary as a result of detailed design.

73.2 The detailed design plans and drawings must include but not be limited to:

- (l) Layout and dimensions of the main access / Dukes Road North intersection and secondary (emergency) access to the Southern Link Inland Port site (including but not

- limited to vehicle crossing widths, distances to closest intersections, sight lines, separation distances, gradients, road widths);
- (m) Identification of how the main and secondary accesses will alter the existing road reserve on Dukes Road North;
 - (n) Layout and dimensions of the swale system located within the Dukes Road North road reserve (including but not limited to pipe culverts, longitudinal slopes, vegetation selection);
 - (o) Layout and dimensions of the internal road network within the Southern Link Inland Port site (including but not limited to gradients, road widths, pavement design, loading areas, carparking, turning bays);
 - (p) Road signs and road markings within the Southern Link Inland Port site, and in the surrounding transport network;
 - (q) Street lighting infrastructure design, including street lighting between Stedman Road and the main site entrance; and
 - (r) An at least 2.0m wide footpath along the Dukes Road North road frontage **connecting to Stedman Road.**
 - (s) **Lane widening along Dukes Road North between Stedman Road and the main access / Dukes Road North intersection and secondary (emergency) access to the Southern Link Inland Port site.**
- 84 The operational transport / roading aspects of the Southern Link Inland Port must be constructed in general accordance with the detailed design plans and drawings ~~unless a conflict or inconsistency between the conditions of this consent and the provisions of the detailed design plans and drawings is identified, in which instance the conditions of this consent must prevail~~ **required by Condition 72.**
- 85 Within 30 days upon completion of the Dukes Road North upgrade/improvements, as-built plans must be provided to the Dunedin City Council via email rcmonitoring.dcc.govt.nz **and shall be certified as having been constructed in accordance with the approved plans and specifications.**
- 86 Any damage to any part of the footpath or road formation as a result of the construction works must be reinstated to the satisfaction of the Dunedin City Council, at the Consent Holder's expense.
- 87 **During and upon completion of the upgrade of Dukes Road North, all works shall be tested to demonstrate that they meet the acceptance requirements of the DCC Code of Subdivision and Development.**
- 88 **The applicant is liable for the maintenance of all publicly vested road infrastructure for a period of 12 months including the remediation of any defects at the end of this period in accordance with the Dunedin Code of Subdivision and Development.**

~~Advice Note: The Consent Holder is to work collaboratively with the Dunedin City Council to determine if there is a need for the provision of a footpath connection to / from the Southern Link Inland Port, and to provide such a footpath if the need is confirmed.~~

Parking and Manoeuvring:

- 89 On-site parking and loading bay provisions must be provided at the Southern Link Inland Port in accordance with the operational transport / roading detailed design plans and drawings required by Condition 72.
- 90 On-site parking spaces must be provided in accordance with **the** minimum size requirements detailed in ~~AS / NZS 2890.1:2004 Parking facilities.~~ **Rule 6.6.1.1 of the 2GP.**
- 91 On-site loading bays shall be provided in accordance with the minimum size requirements detailed in AS / NZS 2890.1:2004 Parking facilities.
- 92 All on-site access, parking, and manoeuvring areas shall be formed, drained, and sealed, and thereafter maintained in a permanent dust-free all-weather surface.
- 93 Vehicle parking spaces must be delineated with white painted lines. Loading bays shall be delineated with yellow painted lines and have signage in accordance with NZS 4121:2001 requirements.

ADVICE NOTES:

4. It is advised that any works within legal road are required to be undertaken by a DCC approved contractor and will require an approved corridor access request.
5. The applicant will require a TMP, prepared by a suitably qualified person, if the proposed works affect the normal operating conditions of the transport network. The TMP will need to be approved by Transport, prior to any works commencing.
6. The vehicle crossing, between the road carriageway and the property boundary, is within legal road and will therefore require a separate Vehicle Entrance Approval from DCC Transport to ensure that the vehicle crossing is constructed/upgraded in accordance with the Dunedin City Council Vehicle Entrance Specification (note: this approval is not included as part of the resource consent process). The finish levels of the vehicle crossing must match the existing levels at the back of the footpath where applicable and tie into the existing edge of seal.

Appendix Three:

Advice From Matt Fitzmaurice on Geotechnical Matters and Earthworks

Includes

- review document from Beca dated 6 May 2026, and
- Email responding to the applicant's revised conditions



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Otago Regional Council & Dunedin City Council
via Email

6 May 2026

Attention: Hannah Goslin and Karen Bain

Dear Hannah and Karen

Southern Link Inland Port Fast-Track Application – Geotechnical Review – Revision 1

1 Introduction

In March 2026 Otago Regional Council (ORC) and Dunedin City Council (DCC) commissioned Beca Limited (Beca) to undertake a geotechnical review of the Southern Link Inland Port (SLIP) Fast-Track Substantive Application that was submitted on 16 March 2026.

Following Beca's geotechnical review, the application was withdrawn on 14 April 2026, and an amended application was re-submitted on 17 April 2026. This letter (Geotechnical Review – Revision 1) refers to the amended application documents.

Geotechnical aspects of the following technical reports and design drawings submitted as part of the application have been reviewed:

- Southern Link Inland Port – Geotechnical Desktop Study and Appraisal. Prepared by Stantec New Zealand, dated 15 April 2026.
- Southern Link Inland Port – Civil Works and Earthworks, Section 5 – Earthworks. Prepared by Stantec New Zealand, dated 16 April 2026.
- Southern Link Inland Port - Proposed Conditions for the Dunedin City Council Land Use Consent, undated.
- Southern Link Inland Port – DRAFT Construction Management Plan (CMP). Prepared by Southern Link, dated April 2026.

1.1 Application Amendments

We understand that the following amendments relevant to the geotechnical review were made to the application:

- Geotechnical Report, Section 1.4:
 - Amended to reflect that the application does not seek to obtain approvals for activities within the KiwiRail Corridor.
 - Project description summary updated to align with project description summary in the referral application.
 - Amended to reflect that break bulk hardstand areas are to be established.

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2 Review of Substantive Application

2.1 Pre-submission Comments

In January 2026, Beca carried out an initial review of the draft geotechnical report prepared by Stantec. The review comments below were provided to Stantec via email on 15 January 2026 for their consideration. We have noted after each comment as to whether it has been addressed in the Substantive Application.

- *Discussing ground level, groundwater level, and stream level in terms of RL [relative level] would give a clearer idea of their positions relative to each other.*
 - Suggestion only, not adopted for Substantive Application submission.
- *As part of a resource consent is considering the potential effects outside the development footprint, we suggest explicitly mentioning infrastructure adjacent to the site (roads, rail, services) that will be considered for effects from settlement, adjacent excavation, etc (e.g. Taieri Branch Line, Dukes Road North, etc).*
 - Addressed in Geotechnical Desktop Study and Appraisal report.
- *Similar to the way you [Stantec] have used existing CPT data to get an estimate of potential liquefaction effects, it would be beneficial to use the same data to estimate potential settlement from the large amount of fill expected to be placed for the pavement.*
 - Suggestion only, not adopted for Substantive Application submission.
- *It may be beneficial to suggest a condition of the resource consent that requires a geotechnical investigation to confirm ground conditions and groundwater levels at the site.*
 - Addressed in Proposed Conditions for the DCC Land Use Consent.

2.2 Review of Substantive Application Documents – Natural Hazards Risk

Beca has reviewed geotechnical aspects of the substantive application documents listed in Section 1 in a general sense and also specifically against the following 2GP rules:

- Rule 8A.7.3.5
- Rule 11.4.2.6.ii
- Rule 11.5.2.2
- Rule 11.5.2.3
- Rule 11.5.2.4
- Rule 11.7.2.1
- Rule 16.10.5.11
- Rule 16.10.5.12
- Rule 16.12.3.4

We note that the assessment of flooding risk is being reviewed by others, therefore we have not included this in our geotechnical review.

In general, we consider the Geotechnical Desktop Study and Appraisal report adequately considers natural hazard risks that may impact the proposed development and adjacent properties and infrastructure for this stage of the project, which includes settlement, slope stability, liquefaction, and erosion. Where there is deemed to be a risk of a particular natural hazard impacting the site, possible mitigations have been suggested with the proviso that further geotechnical data (e.g. geotechnical investigation and modelling) is recommended to be carried out at the detailed design stage to further quantify these risks and confirm proposed mitigations. We note that the application has proposed a Land Use Consent condition requiring a geotechnical investigation and assessment to be carried out during the detailed design stage.

2.3 Review of Substantive Application –Potential Impacts of Earthworks on Adjacent Land

The proposed earthworks and the potential impacts on adjacent land, buildings, and structures have been reviewed against the following 2GP rules:

- Rule 8A.5.3.1
- Rule 8A.6.3.1
- Rule 8A.6.3.2
- Rule 8A.7.2.1.c

We note a number of cut and fill batters are proposed at various locations around the site. The 2GP (Rule 8A.5.3.1) states the maximum allowable batter gradients to be 1V:1H for cut batters and 2V:1H for fill batters. Most swale batters are stipulated to be 4H:1V in the concept design drawings, with one instance at 2.5H:1V – these appear to meet the 2GP requirements. Other batters (e.g. fill bunds) are noted on the drawings without a stipulated batter gradient – we recommend the proposed DCC Land Use Consent condition 16(a) be amended to stipulate that the stability of all permanent and temporary slopes must be assessed.

The Geotechnical Desktop Study and Appraisal report mentions the potential impact of the proposed earthworks on adjacent land, buildings, structures, and infrastructure but there is insufficient information available to quantify the impacts at this stage. Where potential impacts have been identified, geotechnical investigation and assessment is planned during the detailed design stage to better define these impacts. This appears reasonable for this stage of the project, however we recommend DCC and/or ORC consider including a consent condition requiring these potential impacts to be assessed, and for the impacts or the mitigations to be accepted by the relevant asset owner.

3 Suggestions for Consent Conditions

Following our geotechnical review of the Substantive Application, we suggest the following items be considered for potential consent conditions:

- We recommend the proposed DCC Land Use Consent condition 16(a) be amended to stipulate that the stability of all permanent and temporary slopes must be assessed.
- We recommend DCC and/or ORC consider including a consent condition requiring the potential impacts on adjacent land, infrastructure, buildings, and structures to be assessed and for the impacts or the mitigations to be accepted by the relevant asset owner.
- DCC and/or ORC may wish to consider whether it would be appropriate for a peer review to be required at the detailed design stage, given the relative high-level (i.e. concept design stage) nature of the Substantive Application documents.

4 Applicability Statement

The letter has been prepared by Beca Limited (**Beca**) on the specific instructions of Otago Regional Council and Dunedin City Council (**Clients**). It is solely for our Clients' use for the purpose for which it is intended in accordance with the agreed scope of work. Any use of reliance by any person contrary to the above, to which Beca has not given its prior written consent, is at that person's own risk.

Should you be in any doubt as to the applicability of this letter and/or its recommendations for the proposed development as described herein, it is essential that you discuss these issues with the authors before proceeding with any work based on this document.

In preparing this letter, Beca has relied on key information as detailed in Section 1.

Unless specifically stated otherwise in this letter, Beca has relied on the accuracy, completeness, currency, and sufficiency of all information provided to it by, or on behalf of, the Clients, including the information listed above, and has not sought to independently verify the information provided.

This letter should be read in full, having regard to all stated assumptions, limitations, and disclaimers. No part of this memorandum shall be taken out of context, and, to the maximum extent permitted by law, no responsibility is accepted by Beca for the use of any part of this letter in any context, or for any purpose, other than that stated herein.

Yours sincerely



James Burr

Principal - Geotechnical Engineering

on behalf of
Beca Limited



Matt Fitzmaurice

Associate – Engineering Geology

on behalf of
Beca Limited



From: Matt Fitzmaurice [REDACTED]

Sent: 03 July 2026 08:46

To: [REDACTED]

Subject: Re: Inland Port revised conditions - earthworks

Kia ora John,

Sorry for the delay in responding.

I've just had a look through the proposed Geotechnical conditions and checked the Earthworks conditions against our geotechnical recommendations.

I'm satisfied that the applicant has included the suggestions we made in our Geotechnical Review letter, and I do not believe any further changes are required for the above sections with regard to geotechnical considerations.

Mā te wā

Matt Fitzmaurice, CMEngNZ (PEngGeol)

Associate - Engineering Geology
[REDACTED]

Appendix Four:

Advice on Natural Hazards from Ben Throssell

Includes:

- Advice from Ben Throssell dated 1 April 2026, and
- Email response from Ben Throssell on outstanding issues and the proposed conditions



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Dunedin City Council
50 The Octagon
Dunedin
Dunedin, 9058

1 April 2026

Attention: Karen Bain

Dear Karen

Southern Link Inland Port (SLIP) Flood Hazard Review

Beca has been engaged by Dunedin City Council (DCC) to review the flooding and flood hazard aspects of the Southern Link Inland Port application. For clarity, this review considers flood hazard matters only. Stormwater aspects of the application are covered elsewhere. Therefore, this review relates to flood events with a magnitude that is greater than or equal to a 1% AEP event. This letter provides a planning-effects assessment against the DCC Second Generation District Plan (2GP) natural hazards objectives and policies, with a focus on the bullet points below:

- Effects on flooding and potential off-site risk transfer/creation/exacerbation;
- Mitigation of on-site flood hazard;
- Adequacy and limitations of the information provided; and,
- Recommendations to secure outcomes consistent with the 2GP via conditions and/or further information.

This Flood Hazard Review excludes an assessment of the hydrologic and hydraulic modelling which supports the applicants effects assessment.

Information received from the applicant and reviewed for this letter:

- Part_A_02A__REDACTED__Southern_Link_Property_Limited__Southern_Link_Inland_Port__Substantive_Application__16_March_2025.pdf (substantive application);
- Part_B_13__Stantec_New_Zealand__Stormwater_AssessmentL.pdf (Stormwater assessment);
- Part_B_16__Stantec_New_Zealand__Civil_Works_and_Earthworks.pdf (Civil and earthworks);
- Part_C_01__Proposed_Conditions__Dunedin_City_Council.pdf (Proposed conditions); and,
- Part_G_01__Rules_AssessmentL.pdf (Rules assessment).

Rules from DCC (2GP – natural hazards extracts and guidance):

- 11.4.2.7, 11.5.2.2, 11.5.2.3, 11.5.2.4, 11.7.2.1 and
- 16.10.5.11 (refers back to rule 11.5), 16.10.5.12 (refers back to rule 11.5), 16.12.3.4 (refers to Objective 11.2.1 which is also referenced and covered in the rules (11 series) above).

What has not been reviewed:

- Alignment with any National Policy Statement on natural hazards; and,

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- The application via any fast-track process requirements.

Background

The proposed inland port site lies between Mill Stream (north) and Silver Stream (south), Mosgiel (Figure 1). The DCC planning maps shows that it is within flood hazard overlays (1 and 2), and is at risk primarily from Mill Stream overtopping ($\approx 10\%$ AEP or greater), with floodwater traversing the site toward Silver Stream. A full site plan is appended to this letter (taken from Figure 2-1 of the substantive application).



Figure 1: Site layout¹

¹ Taken from Stanlec (2026) Southern Link Inland Port – Stormwater Assessment

Proposed management of external stormwater/floodwater

The applicant reports that offsite stormwater is managed as follows:

- Diversion/bypass swales along the north, east and west boundaries to intercept and route external overland flows around the site. These diversions will mean the site is generally free of flooding for up to the 2% AEP (Stormwater assessment, page 12; Substantive application, page 189);
- Check dams "where required" within swales will provide additional attenuation during moderate events and scour protection (Stormwater assessment, pages 20–21);
- Two lined spillways to Silver Stream with scour protection (Stormwater assessment, pages 20–21; Substantive application, page 208); and,
- In extreme events ($\approx$ 2% AEP² and larger), controlled shallow overtopping of diversion channels through low-level flaps under the northern acoustic wall to allow temporary on-site storage and avoid displacement off-site (Stormwater assessment, pages 20–21).

Assessment against key rules and guidance

Rule 11.4.2.7 – Setbacks from water bodies

New buildings/structures, large-scale earthworks and hazardous substances should be set back sufficiently so natural hazard risk (including flooding/erosion) is avoided or no more than low; a site-specific assessment by a suitably qualified person can justify alternatives.

What the applicant has provided

Works within 20 m of Silver Stream (vegetation clearance, stormwater outlets) are acknowledged as triggering consent; a site-specific stormwater and erosion control design is provided (Rules assessment, page 18 and pages 21–23; Stormwater assessment, page 8).

The mitigation package includes diversion swales, an attenuation pond ($\sim$ 25,000 m³), controlled discharge to pre-development 10% AEP peaks for historic and RCP8.5 climates, and rock-lined energy dissipation at outlets (Stormwater assessment, pages 7–8).

Opinion

While setback standards are not met, the applicant has provided a site-specific, qualified assessment with measures intended to mitigate the flood risk. The 11.4.2.7 assessment intent can be met with conditions to certify outlet/bank protection design, require maintenance of erosion protection, and tie discharge throttling to pre-development flows under current and future rainfall intensities.

Rule 11.5.2.2 – New buildings/additions in Hazard 1 or 2 zones

Assess against Objective 11.2.1 and policies to ensure the scale, location and design mean risk is avoided or is no more than low for Hazard 1 or 2 (flood) zones.

What the applicant has provided

The application exceeds the 60 m² threshold and acknowledges this trigger (restricted discretionary) (Rules assessment, page 27).

² Annual Exceedance Probability (AEP) is the probability that a particular flow, rainfall depth, or flood level will be equalled or exceeded in any given year.

- Prepared a rainfall-runoff model with HEC-HMS, calibrated to the 2017 event recorded at the Gordon Road gauge which is around 3 km downstream of the site (Stormwater assessment, pages 18, 66);
- Prepared a HEC-RAS 2D hydraulic model with downstream normal-depth boundary west of Riccarton Road West which is around 4.5 km downstream of the site (Stormwater assessment, pages 18, 66);
- Modelled 2% and 1% AEP (historic and RCP8.5 2100) 18-hour critical duration events (Stormwater assessment, pages 18, 21, 22, 66).

Design features proposed to avoid off-site risk transfer:

- Perimeter diversion/bypass swales with potential check-dams.
- Controlled shallow overtopping via low-level flaps under the northern acoustic wall in larger events (indicative depths <0.1 m around ≈2% AEP, to <0.3 m at ≈1% AEP RCP8.5); flap details to be developed at detailed design (Stormwater assessment, pages 20–21; Substantive application, page 218).
- Outlets/spillways to Silver Stream with rock-lined energy dissipation; final geometry/rock sizing to be confirmed.

Evidence presented to support hydraulic neutrality:

- Water surface elevation (WSE) differences: generally <0.05 m around the site for the 1% AEP (RCP8.5) event, but localised increases of ≈0.05–0.25 m east of the site, attributed to an eastern cutoff drain “not currently well represented,” to be addressed at detailed design; small remote artefacts also noted (Stormwater assessment, page 80, Maps in Appendix C2).
- Gordon Road gauge (≈3 km downstream): modelled peak WSE reduces by ≈0.01 m in the 1% AEP (RCP8.5) case (Stormwater assessment, page 80).

Opinion

The application presents a credible pathway to “no transfer/exacerbation, creation of off-site risk” (hydraulic neutrality) consistent with the 2GP rules and assessment guidance. If hydraulic neutrality can be achieved, then the application will be consistent with the assessment guidance and relevant rules.

We have identified limitations and gaps in relation to the assumption of hydraulic neutrality or no transfer/exacerbation, creation of off-site risk:

- Achieving hydraulic neutrality:
 - Increased flood levels which are <50 mm cannot be identified using the provided flood effects maps (Stormwater assessment, Appendix C2); DCC’s position is that increases of 50 mm or less may represent a transference of off-site risk and may not be an acceptable level of effect. Therefore, the applicant should provide a more detailed effects gradient;
 - The applicant provides pre and post flood levels for a single downstream gauge (Gordon Road) for a single event. Whilst this is supportive of hydraulic neutrality, further locations and events are required to demonstrate hydraulic neutrality, especially in areas closer to the site;
 - Results are provided for 2% and 1% AEP events (historic and RCP8.5) only. In addition to these events, natural hazards assessments typically test rarer events (e.g., 0.5% and 0.2% AEP) to demonstrate residual performance;
 - Water surface elevation increases of ≈0.05–0.25 m are acknowledged and attributed to under-representation of the eastern cutoff drain; These assumptions should be confirmed as a increase of 0.25m would be considered material, and would not support the assumption of hydraulic neutrality.
- Proposed flood mitigation strategies:

Hazard overlays: western portion Hazard 1 (flood), remainder Hazard 2 (flood) (Stormwater assessment, page 12).

The stormwater and earthworks package aims to keep on-site risk acceptable and avoid increased off-site risk (Stormwater assessment, pages 7–8).

Opinion

Consistent with Policy 11.2.1.4, a “no more than low” risk outcome is plausible subject to certification and natural hazard conditions (e.g., minimum floor levels, stormwater controls, earthworks design).

Rules 11.5.2.3 and 11.5.2.4 – Activities in Hazard 2 zone

Assess against Objective 11.2.1 and policies to ensure the scale, location and design mean risk is avoided or is no more than low for Hazard 2 (flood). Either demonstrate critical operational need with risk minimised as far as practicable, or show risk is avoided/no more than low.

What the applicant has provided

The inland port is recognized as a potentially sensitive activity. Significant areas of the proposed site are in Hazard 2 flood zone with western portions of the site in a Hazard 1 flood zone (Rules assessment, page 27; Substantive application, page 117; Stormwater assessment, page 12).

The applicant provides critical operational need rationale citing rail adjacency, industrial interface, site size/shape and proximity to freight nodes (Substantive application, page 289).

Mitigation seeks to avoid increasing downstream flood risk, adoption of hydraulic neutrality and to keep on-site risk acceptable under climate-adjusted scenarios (Stormwater assessment, pages 7–8).

The applicant states the development ‘*must achieve hydraulic neutrality and not increase flood risk beyond the Site,*’ and presents modelling indicating a 0.01 m reduction at the Silver Stream Gordon Road gauge in the 1% AEP climate-adjusted case” (Substantive application, page 293; Stormwater assessment, page 80).

Opinion

The applicant addresses the “critical operational need” and “risk avoided/no more than low” aspects and can satisfy 11.5.2.3/11.5.2.4 in principle if hydraulic neutrality can be achieved. Whilst there is some evidence supplied by the applicant to support the claim of hydraulic neutrality, further information is required to give confidence to these assertions.

Rule 11.7.2.1 – Hazard 1 zone

Sensitive and potentially sensitive activities are avoided unless risk is avoided/no more than low and there is a critical operational need.

In addition, the general assessment guidance (e):

- requires the applicant to demonstrate that the risks to the development will be no more than low;
- states “the creation, transference or exacerbation of risk off-site by the proposed activity, or future proposed activities, for example risk from redirected floodwaters, or risk from landslide on another site will generally not be seen as appropriate”;
- expects use of best available information and consideration of climate change.

What the applicant has provided

A hazard assessment and design package, with climate allowances and an intent to achieve hydraulic neutrality (Stormwater assessment, pages 7–8, Appendix C). Hydraulic neutrality is used as the primary means of satisfying the no transference/creation/exacerbation of risk criteria. To demonstrate hydraulic neutrality, the applicant has:

- small check dams will raise upstream water levels and reduce local velocities (which is good for scour control), but the additional detention volume provided will be minimal relative to the critical event volume. The raised water level may create off site-effects and therefore, final placement and heights should be confirmed.
- Whilst this is not a hydraulic model review, a few model limitations are noted which could impact conclusion of hydraulic neutrality:
 - No sensitivity testing to the downstream boundary has been considered, the backwater effect of this assumption should be quantified.
 - The critical duration has been identified based on flow. The Lower Taieri East Ponding Area is located around 1 km downstream of Riccarton Road West and this floodplain is likely volume sensitive rather than flow sensitive. Investigations presented to date have not included effects on volume.
 - No explicit allowance in the 2D hydraulic model has been made for container stacks/obstructions and warehousing; In the 1% AEP event, the swales are expected to overtop and shallow on-site floodwaters will be conveyed over the sites hardstand. Buildings and container stacks may obstruct this flow path and may change the outcomes of the assessment for adjacent properties.

Finished floor levels and freeboard

Whilst floor levels are generally set at the building consent stage, we have given some guidance on expectations. Given the location of the proposed new buildings (in a flood hazard zone), we recommend all new buildings and critical operational infrastructure must have finished floor levels at or above the modelled 0.5% AEP + climate change (RCP8.5 2081–2100) flood level with a minimum 300 mm freeboard, as certified by a suitably qualified and experienced professional using DCC-adopted rainfall and climate change guidance.

Proposed consent conditions

The conditions relate to flood hazard only. We have not reviewed the stormwater proposal of the application which may have some cross-over with flood hazard.

Flood hazard performance outcomes

The development must not create, transfer, or exacerbate flood risk beyond the site. This can be accomplished by achieving hydraulic neutrality which is interpreted as “modelled peak flood levels, volumes and velocities, upstream and downstream of the site, must be no greater than the baseline (pre-development) case for the critical events (1% AEP event and 0.2% AEP event, with and without climate change)”.

Prior to construction of buildings or works that affect flood conveyance, provide a Flood Hazard Design Report prepared and certified by a suitably qualified and experienced professional to DCC confirming that: (a) finished floor levels comply; and (b) the detailed design achieves hydraulic neutrality/no off site risk transfer for at least the 1% AEP event and 0.2% AEP event, with and without climate change. This report must be supported by an independently peer reviewed hydraulic model constructed for the purpose of assessing hydraulic neutrality.

Setbacks and structures near waterbodies

New buildings/structures and large-scale works within the setback from waterways must either meet Rule 11.4.2.7 or be supported by a suitably qualified and experienced professional assessment demonstrating that flood risk is avoided or no more than low. Outlet/bank protection works must be designed and certified to avoid adverse effects on flood conveyance and levels.

Erosion/scour control at outlets

All outlets and spillways must incorporate energy dissipation and erosion/scour protection sized to the certified design flows to avoid channel erosion, blockage or bed/bank instability that could alter flood conveyance or increase flood levels off-site; these measures must be maintained for the life of the activity.

Conclusions

- The on-site flood hazard can be mitigated and reduced to a suitably low threshold via consent conditions (minimum floor levels) and the mitigation works as proposed by the applicant.
- Effects on flooding and the potential off-site risk transfer/creation/exacerbation will be suitably mitigated if hydraulic neutrality can be achieved. The applicant has provided information to support hydraulic neutrality, but we recommend further evidence is requested:
 - Further model sensitivity work (as proposed above);
 - Additional reporting locations (not just the gauge site);
 - If DCC consider that an effect between 0 and 50 mm is an effect that needs to be identified, then additional granularity on the flood effects should be supplied;
 - Modelling of additional flood events, for example the 0.2% AEP event with and without climate change.
 - The site and surrounding area are identified in multiple flood hazard overlays (Hazard 1 and Hazard 2). Given this sensitivity and the identified modelling limitations, an independent peer review by a suitably qualified and experienced practitioner is recommended to support certification of the final hydraulic modelling and hydraulic neutrality verification.
- If the applicant does wish to implement check dams, then they need to confirm these will not have an adverse impact on off-site flood risk.

Ben Throssell

Associate - Hydrology

on behalf of

Beca Limited



From: Ben Throssell [REDACTED]
Sent: 05 August 2026 09:57

To: [REDACTED]
Cc: Mark Megaughin [REDACTED]

Subject: Re: Otago Inland Port: Flood Hazard Review

Hi John,

On this basis, I would suggest that we can look at conditioning this - there is some precedent for this approach which is typically applied to NZTA projects where they have a buffer extent (from the road) in which effects are allowed. I anticipate that there may be some further work required to get the conditions finalised but this would be my first cut:

The consent holder must demonstrate, through hydraulic modelling and external peer review by a suitably qualified and experienced person, that the proposal does not increase off-site flood effects for flood events up to and including the 1% AEP (100-year) event with climate change beyond the following tolerances:

- Within 500 m of the parcel boundary:
 - o less than 10 mm increase in flood levels at habitable dwellings;
 - o less than 20 mm increase in flood levels at commercial buildings;
 - o less than 50 mm increase in flood levels in rural areas;
 - o less than 20 mm increase in flood levels elsewhere
- And no more than 10 mm increase in flood levels elsewhere

Thanks,
Ben

Appendix Five:

Advice on Noise and Vibration from Daniel Winter

Includes:

- advice from Daniel Winter dated 28 May 2026, and
- an email response from Daniel Winter on outstanding issues and the applicants proposed conditions.

28 May 2026

Karen Bain
Dunedin City Council

By email: [REDACTED]

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Auckland 1151

Dear Karen,

FTAA-2505-1059

Acoustic review of the substantive application for the Southern Link Inland Port

1.0 Introduction

Dunedin City Council (DCC) have engaged Styles Group to undertake an acoustic review of the substantive application for the Southern Link Inland Port (SLIP).

This advice is focused on the following assessments and documents:

- 1) The relevant sections of the Assessment of Environmental Effects (the AEE – Part A.02A of the Substantive Application)
- 2) The Marshall Day Acoustics (MDA) Assessment of Noise and Vibration Effects (the **Noise Assessment** – Part B.06 of the Substantive Application)
- 3) The proposed Land Use Consent Conditions (the **Proposed Conditions** – Part C.01 of the Substantive Application)

This review has been prepared by Daniel Winter, Senior Consultant, and reviewed by Jon Styles, Director and Principal Consultant. A summary of their qualifications and experience can be found in Appendix A.

2.0 District Plan noise assessment criteria

MDA recommend that the DCC 2GP¹ District Plan (2GP) noise rules “*form the basis of the assessment*” for the substantive application for the SLIP (the Proposal).

The 2GP noise standards for permitted activities are set out in Rule 9.3.6. The noise standards for permitted activities that apply to noise generated from the site and received in the adjacent zones are summarised overleaf.

¹ We understand that all rules in the proposed 2GP had legal effect as of 7 November 2018.

Rule 9.3.6.1(b) and Rule 9.3.6.1(c) – Rural and Rural Residential Zone noise limits

Time	Noise level measured at the notional boundary of noise sensitive receivers located <u>more than</u> 350m from the Industrial Zone (Rule 9.6.3.1.b)	Noise level measured at the notional boundary ² of noise sensitive receivers <u>within</u> 350m of the Industrial Zone (Rule 9.6.3.1.c)
7.00am to 7.00pm	55 dB LAeq (15min)	55 dB LAeq (15min)
7.00pm to 10.00pm	50 dB LAeq (15min)	50 dB LAeq (15min)
10.00pm to 7.00am	40 dB LAeq (15min); and 70 dB LA _{Fmax}	45 dB LAeq (15min); and 75 dB LA _{Fmax}

Rule 9.3.6.1(d) – Rural and Rural Residential Zone noise limits at property boundaries

Time	Noise level at property boundaries, where there are no noise sensitive activities within 20m of boundary)
7.00am to 7.00pm	60 dB LAeq (15min)
7.00pm to 10.00pm	60 dB LAeq (15min)
10.00pm to 7.00am	60 dB LAeq (15min); and 85 dB LA _{Fmax}

Rule 9.6.3.1(f) – Industrial Zone noise limits

Time	Noise level measured at the boundary of the receiving property
7.00am to 7.00pm	65 dB LAeq (15min)
7.00pm to 10.00pm	60 dB LAeq (15min)
10.00pm to 7.00am	60 dB LAeq (15min); and 85 dB LA _{Fmax}

² **Notional boundary** is defined by the 2GP as "a line 20m from any side of a residential building, or the site boundary where this is closer to the residential building." **Residential building** is defined as "A building that is, or will be, used entirely or in part, for residential activity and contains one or more residential units or, for the purposes of hazards or National Grid related rules, any sleeping accommodation."

Rule 9.3.6.6 – Non-complying activities

Rule 9.3.6.6 requires that activities that contravene the performance standards in Rule 9.3.6 by 5 dB L_{Aeq} (15 min) or more are non-complying activities.

As set out below, the Noise Assessment includes proposed noise limits that are at least 5 dB higher than some of the noise standards for permitted activities. The Proposal therefore has non-complying status in terms of noise effects.

3.0 Predicted noise levels and proposed noise limits

MDA predict that noise levels from the site will comply with the 2GP noise standards for permitted activities at all noise sensitive receivers. However, the proposed noise limits in Section 7.0 of the Noise Assessment seek to authorise noise levels up to and potentially greater than 5 dB higher than the 2GP permitted activity noise limits.

The proposed draft noise limit Condition (68) is reproduced below with our emphasis underlined:

68. Except for construction activities, all activities provided for by this consent must be conducted to ensure that:

(a) The following noise limits are not exceeded at the notional boundary of any existing noise sensitive receiver (dwelling):

(i) 55 dB L_{Aeq} daytime (7am – 10pm); and

(ii) 45 dB L_{Aeq} night-time (10pm – 7am).

(b) The following noise limits are not exceeded at any industrial boundary:

(i) 65 dB L_{Aeq} during day and night periods.

3.1 Noise related reasons for consent

The noise limits proposed in Condition (68) create the following reasons for consent:

- 1) **To enable noise levels 5 dB above the permitted limits in 2GP Rule 9.3.6.1.b. (nighttime Rural Zone permitted noise limits)**

Section 7.1 of the Noise Assessment sets out the proposed noise limits for the Rural Zone and Rural Residential Zone receivers. The proposed nighttime limits for Rural Zone receivers that are located more than 350m from the Industrial Zone are 5 dB higher than the noise standards for permitted activities.

- 2) **To completely remove the requirement to comply with 2GP Rule 9.3.6.1.d. (Rural and Rural residential zone site boundary permitted noise limits)**

Section 7.2 of the Noise Assessment states that the site boundary noise limits in Rule 9.3.6.1.d. (that apply where there are no noise sensitive activities within 20m of boundary) are unnecessary and overly restrictive, and do not address any effects on sensitive receivers. MDA propose to remove any noise limit so there are no noise limits at the site

boundary. This may permit noise levels much more than 5 dB higher than the noise standards for permitted activities.

- 3) **To apply the proposed noise limits only to the notional boundary of existing noise sensitive receivers, and to exempt the activity from meeting any noise limits at future notional boundaries**

The proposed noise limits for noise sensitive receivers will only apply to the notional boundaries that physically exist now. This differs from the 2GP provisions which require compliance at any notional boundary whether it exists now or in the future (typical of all District Plan zone noise standards).

- 4) **To enable noise levels 5 dB above the permitted limits in 2GP Rule 9.3.6.1.f. (nighttime Industrial Zone permitted noise limits)**

Section 7.3 of the Noise Assessment sets out proposed noise limits for the Industrial Zone receivers. The proposed nighttime limits of 65 dB L_{Aeq} are 5 dB higher than the noise standards for permitted activities.

- 5) **To exempt the activity from compliance with the permitted night time L_{AFmax} limits**

The proposed noise limits remove the requirement for the activity to comply with the permitted L_{AFmax} limits that apply between 10:00pm and 7:00am at all adjacent sites.

The permitted 2GP noise limits require compliance with a night time noise limit of:

- 85 dB L_{AFmax} at the boundary of a site in an Industrial Zone or boundary of a site in a Rural Zone or Rural Residential Zone where there is no noise sensitive activity within 20m of the boundary.
- 70 dB L_{AFmax} at the notional boundary of a Rural Residential or Rural Zone that is more than 350m from the Industrial Zone
- 75 dB L_{AFmax} at the notional boundary of a Rural Residential or Rural Zone that is within 350m of the Industrial Zone.

3.2 Identification of noise-related reasons for consent in the AEE

Section 4.3.1 of the AEE lists the activities that require land use consent under the 2GP. The noise related reasons for consent we have identified are not listed in the application. In fact, section 6.15.1 of the AEE states that:

"Overall, Marshall Day Acoustics (2026) predicts the SLIP can operate within the noise limits of the District Plan, and therefore any adverse operational noise effects will be reasonable."

We consider that this statement contradicts the information contained in the Noise Assessment and noise effects that proposed Condition 68 seeks to authorise.

As we have set out above, the noise limits proposed in the Noise Assessment and Condition 68 create several noise-related reasons for consent as a non-complying activity and would authorise noise levels potentially significantly above the noise standards for permitted activities.

We consider that this demonstrates a fundamental and important inconsistency between the Noise Assessment and the AEE.

3.3 Resolving the problem

Section 9.3 of the Noise Assessment provides the predicted operational noise levels. The predicted noise levels in Tables 8 and 9 of the Noise Assessment show that the operational noise are predicted to comply with the noise standards for permitted activities in the 2GP. The AEE states that the Proposal will comply with the noise standards for permitted activities in the 2GP and no noise-related reasons for consent are identified.

In our view, the predictions demonstrate that compliance can be achieved with the noise standards for permitted activities. This means that there may be no reason to apply for the higher noise limits that are proposed in the Noise Assessment and proposed Condition 68.

Proposed Condition 68 will allow operational noise levels and effects that are potentially significantly greater than the noise levels that are permitted by the 2GP noise standards.

We consider that the applicant should either:

- 1) Acknowledge that the proposed conditions allow potentially significant infringements of the noise standards for permitted activities. The acknowledgement needs to be clear from the acoustics and planning experts; **and**
- 2) Provide an assessment of the potential noise effects that would be authorised by the proposed conditions, in accordance with the relevant objectives and policies of the 2GP and the level of noise amenity that the permitted standards are designed to deliver for the relevant zones.

OR

- 3) Align the proposed conditions with the current assessment of noise effects and the AEE by ensuring the noise limits are consistent with the noise standards for permitted activities and removing any reference to non-compliance with the noise standards for permitted activities.

3.4 Proposed 'date stamp'

The Noise Assessment proposes noise limits that will only apply at the dwellings that exist at the time consent is granted. This is often referred to as the "date stamp" approach. In practice, this means that no noise limits will apply at any notional boundary that may be established after consent is granted. We consider that the date stamp approach is likely to be inappropriate where it is reasonable that notional boundaries could be established on vacant land in the future.

The date stamp is different to the way that the noise standards for permitted activities in the 2GP work. The noise standards for permitted activities in the 2GP require compliance with the stated

noise limits at any notional boundary. This includes notional boundaries that may come and go over time³.

The date stamp essentially authorises noise levels that may not comply with the noise standards for permitted activities in the 2GP at notional boundaries that may be established in the future. This is not clearly set out in the Noise Assessment and the AEE does not recognise it at all.

The Noise Assessment does not recognise the effect this may have on neighbouring vacant land and fails to assess the impact it may have on activities on neighbouring land that are anticipated by and provided for in the 2GP.

3.4.1 Use of adjacent land as a buffer for noise emissions

As a result of the issues set out in Section 3.1 to 3.3 above, and primarily from the proposed limitation to confine the noise limits only to the receivers that physically exist now, the application is essentially seeking to authorise the use of currently vacant adjacent land as a buffer for its noise emissions.

Figure 1 overleaf reproduces the nighttime noise contour map for Stage 3 provided in the Noise Assessment. The yellow dashed line shows the approximate extent of the land around the Site that is predicted to receive night time noise levels over 40 dB L_{Aeq} for land in the Rural and Rural-Residential Zone that is more than 350m from the Industrial Zone, and 45 dB L_{Aeq} where the receivers are within 350m of the Industrial Zone.

The approximate distance of 350m from the Industrial Zone is shown by the red dashed line.

The noise levels at a future notional boundary inside the yellow dashed lines would be likely to exceed the permitted nighttime noise limit of 40 dB L_{Aeq} and 45 dB L_{Aeq} . A night-time noise limit of 45 dB L_{Aeq} represents the upper-most external noise level for a dwelling that is not acoustically treated. In simple terms, dwellings require acoustic treatment where they will be exposed to night time noise levels greater than 45 dB L_{Aeq} .

A nighttime noise limit of 45 dB L_{Aeq} represents the upper-most external noise level for a dwelling that is not acoustically treated. In simple terms, dwellings exposed to nighttime noise levels greater than 45 dB L_{Aeq} will likely require acoustic treatment to provide occupants with an adequate level of indoor amenity for living and sleeping.

We note that the 2GP nighttime noise standards of 40 dB L_{Aeq} and 70 dB L_{AFmax} are designed to provide receivers in Rural and Rural Residential Zones (that are more than 350m from the Industrial Zone) with a greater level of night time acoustic amenity. Proposed Condition 68 does not recognise or provide for this.

³ As set out in part A of the Court of Appeal decision CA21/2015 [2016] NZCA 305

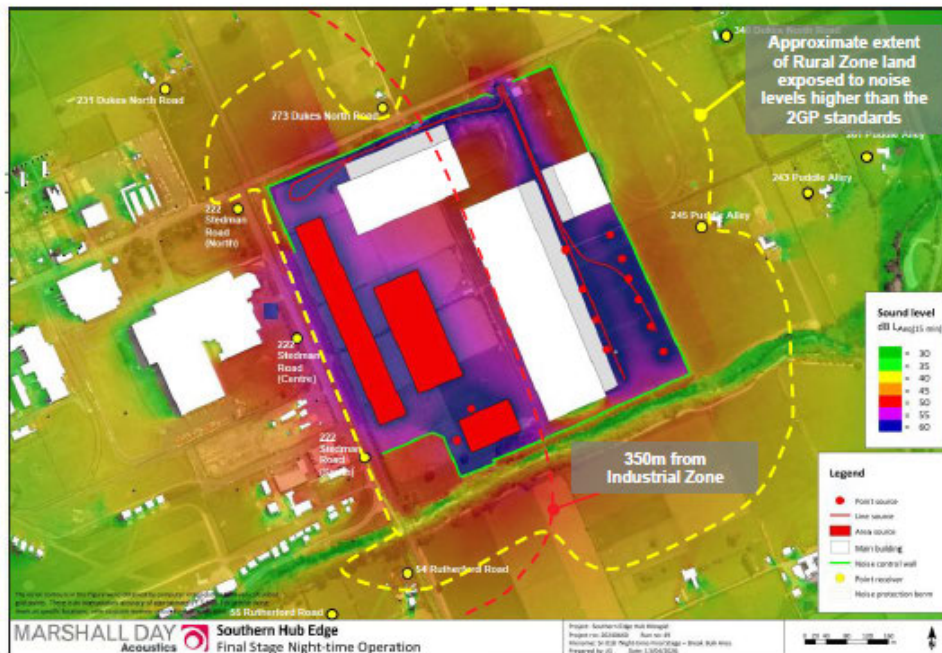


Figure 1: Noise contour map of nighttime operation (reproduced from the Noise Assessment), annotated to show vacant land that will receive night time noise levels higher than the permitted noise standards

As set out above, the Noise Assessment does not assess the effect that this might have on neighbouring vacant land and fails to assess the impact it may have on activities on neighbouring land that are anticipated by and provided for in the 2GP. The AEE fails to recognise it altogether.

Where a noise maker is unable to internalise noise effects within site boundaries and proposes to generate noise effects across adjacent vacant land, we recommend that the noise effects on the permitted use and development of that land are clearly understood in the decision-making process.

In effect, the removal of the possibility of any noise limits applying on this land (irrespective of how it might be developed) amounts to using it as a buffer for the noise emissions from the Proposal⁴.

3.5 Recommendation

We consider that a more comprehensive assessment is required. We recommend that the applicant should provide an assessment of noise effects across vacant land that:

1. Clearly defines the area of neighbouring land that is required as a buffer for the noise emissions of the Proposal, including the extent of the vacant land that is predicted to

⁴ A&J Bartrom Trust v Thames Coromandel District Council [2025] NZEnvC 067 at [43(b)]

receive noise levels greater than the permitted noise standards for the underlying zone. This should be illustrated through clearly defined noise contours that show the permitted daytime and night time levels across adjacent land parcels.

2. If the noise contours show that the area of vacant land that will be exposed to noise levels greater than the permitted noise standards is highly unlikely to be developed for a noise sensitive activity, then the noise effects will likely be acceptable. This determination would require input from the Planner based on planning considerations for the underlying zoning, the permitted use of that land and the associated outdoor amenity expectations in that zone.
3. If the noise contours show that the area of vacant land affected by noise levels greater than the permitted noise standards is reasonably likely to include a building platform for a notional boundary, the potential noise effects should be assessed and considered in the decision making process. The applicant should define the area so the potential effects and impediment(s) over neighbouring land are clear and certain and can be considered in the decision making process.

It is our experience that owners of vacant land are likely to have a reasonable expectation that they can exercise their permitted development rights to construct a dwelling and be protected by the relevant District Plan noise limits.

If the applicant does seek to externalise their effects onto neighbouring land and use it as a buffer for their noise emissions, it is our experience that this is best done through a plan change process that would formalise a Noise Control Boundary and set land use planning controls over the affected adjacent land to manage noise-related compatibility. In this case, there is no way for a landowner to understand the noise effects that could potentially be generated across their land. The potential noise effects are not visible on District Plan maps, and would not be disclosed as part of a LIM. This situation may give rise to noise conflict and legal argument. In our view, the use of a datestamp is not an appropriate or effective tool to manage ongoing land use compatibility or potential encroachment.

4.0 Written approvals

We understand that the sites at 245 Puddle Alley and 291 Dukes Road North are both owned by Southern Link Properties Limited (SLPL). We provide the following advice in respect to each site:

4.1 245 Puddle Alley

The MDA report does not assess the noise levels at the notional boundary of 245 Puddle Alley and states that:

The dwelling at 245 Puddle Alley is owned by SLPL and therefore noise effects have not been assessed at this location.

We are not clear whether there is a written approval in place to authorise non-compliance with the 2GP noise limits at this notional boundary.

The noise contour map (final stage nighttime operation) shows that the nighttime levels could marginally exceed the 40 dB L_{Aeq} noise limit (2GP Rule 9.3.6.1.b) at the notional boundary of 245 Puddle Alley.

4.2 291 Dukes Road North

The MDA report does not assess the noise levels across the vacant land at 291 Dukes North Road. The AEE advises that the land is owned by SLPL.

We are not clear whether there is a written approval in place to authorise non-compliance with the 2GP noise limits at the site boundary (as required by 2GP Rule 9.3.6.1.d).

4.3 Recommendation

We agree that the noise *effects* do not need to be assessed if there is an appropriate written approval in place, but the predicted noise *levels* do need to be provided so that:

- It will be clear whether the 2GP noise limits are complied with or not;
- It will be clear whether noncompliance with the noise standards for permitted activities in the 2GP is a reason for consent at either of these notional boundaries; and
- If the predicted noise levels do not comply with the noise standards for permitted activities in the 2GP, the written approval recognises this.

We consider that the applicant should confirm:

- 1) If the predicted noise levels will comply with the noise standards for permitted activities in the 2GP at any existing or potential future notional boundary at 245 Puddle Alley and 291 Dukes North Road.
- 2) If not, seek consent to infringe the noise standards for permitted activities at any existing or future notional boundary. This will enable the conditions to properly authorise the infringement.
- 3) Provide written approvals that recognise the reason(s) for consent to enable the decision maker to disregard the effects.

5.0 The existing noise environment

MDA have measured noise levels of the existing environment at four separate measurement locations. We agree with the selection of measurement positions and the durations of the measurements.

Section 10.1 of the Noise Assessment states that:

Based on the existing noise environment and the predicted noise levels, daytime activity noise levels would typically be lower than the existing noise levels. The

average daytime L_{Aeq} levels measured at the monitoring locations ranged from 46 to 59 dB L_{Aeq} (daytime). The highest predicted daytime level at a notional boundary is 48 dB L_{Aeq} at 54 Rutherford Road. However, the background sound levels in the area can be relatively low, so noise from the site is likely to be audible at times.

The highest predicted nighttime level at a notional boundary of 54 Rutherford Road is 45 dB L_{Aeq} , which complies with the Rural Residential Zone 2GP permitted activity noise limit of 45 dB L_{Aeq} by a margin of 0 dB.

Section 10.2 of the Noise Assessment states that:

The existing night-time noise levels ranged from 32 to 53 dB L_{Aeq} (night) at the three monitoring locations, with the average levels at each position between 41 and 44 dB L_{Aeq} (night). This shows that, while there is some variability in the existing night-time noise levels, the predicted noise levels at the closest receivers are similar to the existing average levels.

MDA have only compared the predicted noise rating levels with the measured L_{Aeq} levels when comparison should be made between predicted L_{Aeq} and measured L_{A90} levels as well.

The closest measurement position to 54 Rutherford Road is MP2. Table 1 of the Noise Assessment shows that the average measured background noise level is 30 dB L_{A90} . The measured nighttime noise level at this location ranged from 24 - 35 dB L_{A90} . The predicted nighttime level at the notional boundary of 54 Rutherford Road is 45 dB L_{Aeq} .

This demonstrates that the predicted noise rating level at the notional boundary of 54 Rutherford Road at nighttime is as much as 21 dB higher than the measured nighttime background level. We consider that noise from the Proposal is likely to be much noisier than the ambient environment when meteorological conditions are calm. We expect that the noise from the Proposal will be the dominant noise source on these nights.

5.1 Recommendation

The predicted noise rating levels should be compared against the measured L_{Aeq} and L_{A90} sound levels.

We recommend that the applicant provides an assessment of noise effects that includes an assessment of the predicted noise rating levels against the measured background noise levels.

6.0 Operational noise mitigation

The Project has been designed with noise mitigation measures in place to reduce noise effects. Section 4.4 of the Noise Assessment states that the mitigation reduces noise levels "as far as practicable". This includes enclosed loading areas and noise walls on Site boundaries.

The noise walls on the Site boundaries are an integral part of the proposed application and are essential for mitigation. MDA have provided comprehensive and detailed physical noise mitigation recommendations, including the following noise barriers:

- Type A (5.0m high)
- Type B (3.0m high)
- 3.0m high earth bund

The barrier assessment is provided in section 4.4.2 and the design heights of the noise walls are provided in Figures 3 – 5 of the Noise Assessment.

We agree with the physical noise mitigation options proposed and recommend they form conditions of consent.

MDA also recommend several noise management options, including:

- Driver training on high stacking machinery
- Active noise monitoring to capture high noise events and allow follow up with repeat offenders
- Minimising high stacking near the Site boundary at night
- Use of electric forklifts

One of the recommendations of the DCC Environmental Health Review⁵ was to include a requirement for an operational noise management plan (ONMP). The draft ONMP condition is set out below:

Prior to the commencement of the activity (and prior to any 24-hour operations), the consent holder must submit an Operational Noise Management Plan (ONMP) to the Territorial Authority (Consent Authority) for approval. The consent holder must at all times implement and comply with the 'approved' ONMP. The ONMP shall include the following:

- *specific measures to reduce the occurrence of loud, single noise events (including those associated with handling containers)*
- *the use non-tonal reversing alarms, unless impracticable*
- *procedures for achieving noise reduction through operational procedures and staff and contractor training*
- *procedures for handling noise complaints, maintain a register of noise complaints and report the details of complaints to the Territorial Authority on request*
- *a suitable plan for regular noise monitoring to be carried out by a suitable qualified acoustic engineer. The results should be submitted to the Territorial Authority on request.*

⁵ Environmental Health review report dated 9 March 2026

We agree with the OMNP approach in principle, but we recommend updates to the draft conditions to make it more robust and to improve enforceability and to manage impulsive night time noise sources that may give rise to sleep disturbance.

7.0 Noise modelling methodology, predicted noise rating levels, and operational noise effects

This section provides a review of noise modelling methodology, predicted noise rating levels, and the assessment of noise effects.

7.1 Operational noise

We generally agree with the methodology used for the operational noise modelling, although the input data for all noise sources has not provided. It is typical to provide the following data:

- Sound power levels
- On-time assumptions
- Noise source heights and locations
- Any other assumptions used for determining line sources and area sources.

MDA have provided the on-time assumptions in Table 7 of the Noise Assessment, but no sound power levels have been provided.

Section 9.3 of the Noise Assessment provides the predicted operational noise levels.

The predicted noise levels comply with the noise standards for permitted activities in the 2GP however the proposed noise limits seek to authorise several exceedances to the relevant 2GP permitted noise limits (as set out in 3.1.1 of this review).

7.1.1 Night time operations and proposed removal of L_{AFmax} limits

Sections 6.1 of the MDA Assessment identifies the correct night time L_{AFmax} limits prescribed by the 2GP at all proximate assessment locations. Section 6.6.1 also cites the recommended nighttime noise limits in NZ6802 of 75 dB L_{AFmax} at any noise sensitive activity. The MDA Assessment states that the night time noise limits "can be simplified" but does not contain any assessment or justification of the proposal to exempt the activity from meeting any L_{AFmax} limits during the night time period.

Section 9.5 of the MDA Assessment identifies the potential for container stacking activities to exceed a night time L_{AFmax} limit of 75 dB L_{AFmax} . We note that the Rural Residential or Rural Zone receivers that are more than 350m from the Industrial Zone are protected by a 70 dB L_{AFmax} noise limit. MDA state:

"Based on measurements of similar activity on other sites, we anticipate that container stacking activity can comply with a night-time noise criterion of 75 dB LA_{max} at the nearby receivers, provided skilled operators are used.

However, LA_{max} events are highly variable and are typically caused by accidental impacts as a result of poor driver technique. Based on this, it is not possible to definitively state what the LA_{max} noise levels at the closest dwellings will be. It is possible that occasional impact events from poor stacking technique would result in noise levels above 75 dB LA_{max} at the closest dwellings".

MDA suggest that high noise events should be managed through a condition of consent requiring:

"Driver training on high stacking;

Active noise monitoring to capture high noise events and allow follow up with repeat offenders; and

Minimising high stacking near the Site boundary at night (where practicable)"

While these measures are captured in proposed Condition 70, the absence of any requirement to meet an LA_{Fmax} limit in Condition 68 is likely to mean there is little incentive to prioritise measures that will require compliance with an LA_{Fmax} limit. Condition 70 enables repeat occurrences to occur until measures are implemented to "reduce" further occurrences. The condition does not require compliance, and does contain any guidance on when the noise mitigation measures must be implemented and what level of reduction is acceptable.

7.1.2 Recommendation

The noise rating levels are predicted to comply with noise standards for permitted activities in the 2GP. However, the proposed conditions seek to authorise noise levels that will exceed the permitted noise limits and remove any requirement to comply with night time LA_{Fmax} noise limits. We consider that the effects that the proposed noise limits seek to authorise have not been identified or assessed.

If the applicant seeks to include the noise related reasons for consent (as a non-complying activity), we consider that the Noise Assessment should be supplemented by an assessment of effects that includes:

- 1) An assessment of the effects of noise from the Proposal against the measured or likely residual and background sound environments
- 2) An assessment of the likely audibility and intrusiveness of the sound of interest against the residual and background sound environment
- 3) An assessment of the potential nighttime noise effects in the absence of any requirement to comply with night time LA_{Fmax} noise limits
- 4) An assessment of the character, level, timing and duration of noise exceedances against the relevant 2GP objectives and policies.

7.2 Operational vibration

Section 10.7 of the Noise Assessment states that:

We have considered vibration effects from the onsite operations of the SLIP and concludes that any vibration effects would be below the perceptible level for normal residential environments (which is 0.3mm/s).

Concludes that any adverse vibration effects during operation of the SLIP will be negligible on any residents in the vicinity of the Site.

We agree with the operational vibration assessment.

7.3 Vehicles on the public road

We agree that Rule 9.3.6 3.h of the 2GP provides an exemption for vehicle noise on public roads.

Although the noise from vehicles on public roads is not required to comply with noise limits, MDA have assessed the potential noise effects. The assessment is based on existing and proposed traffic flows.

Section 9.6 of the Noise Assessment states that:

The increase in road traffic will primarily affect the two dwellings to the north of the site (273 and 231 Dukes Road North). We have predicted the noise level at these properties with and without the development in place, based on the existing road traffic on the section of roads closest to each dwelling.

Based on the anticipated increase in traffic, MDA predict that road traffic noise levels would increase by:

- 4 dB at 273 Dukes Road North
- 2 dB at 231 Dukes Road North

We generally agree with the Noise Assessment for road noise. MDA conclude that:

"there are limited effects on neighbouring dwellings from road traffic on Dukes Road North, particularly as the character of the noise source will remain unchanged."

We agree that increase of 3 – 4 decibels is considered to be just perceptible and that the character of the noise on the roads is unlikely to change to any significant degree.

7.4 Vehicles within the Site

The noise levels from vehicle movements within the Site are required to comply with the 2GP noise limits.

Table 7 of the Noise Assessment sets out the vehicle activity scenarios. No vehicle movements will occur at night during Stage 1. Nighttime vehicle movements will occur at night during Stage 3 operations.

The Noise Assessment states that the anticipated peak hour truck movements have been modelled, but does not provide the calculation or modelling methodology, or any reference levels for vehicle noise within the Site.

MDA have provided a reference to truck and trailer unit in the construction noise assessment, but no reference levels have been provided for the operational truck movements, vehicles, or any of the plant proposed to be used on site.

Without any of the noise modelling details or the reference sound levels for trucks and vehicles on site, we are unable to provide any detailed review comments in respect to the vehicle movement assessment.

7.4.1 Recommendation

We recommend that the Noise Assessment is supplemented with the input data for the noise model for all noise sources. The data should include all sound power levels, on-time assumptions, noise source heights, locations and any assumptions used for determining line sources and area sources.

Providing this level of detail is very typical for acoustic assessments.

7.5 Reverse alarms

MDA have assumed that all the motorised vehicle equipment utilised on the site will be fitted with broadband "squawker" reversing alarms.

We agree with the requirement for broadband reversing alarms in draft condition 70(d), except we recommend the following amendments:

~~Where possible,~~ motorised vehicle equipment and plant utilised at the Southern Link Inland Port is to be fitted with broadband "squawker" reversing alarms

7.6 Train noise from the rail siding

Section 6.2 of the Noise Assessment refers to the rail network exemption in 2GP noise rule 9.3.6 3.q, which is set out below:

The following activities are exempt from rules 9.3.6.1 and 9.3.6.2:

q. operation of the rail network (including trains on rail lines at railway yards, railway sidings or stations, and level crossing warning devices);

The Noise Assessment appears to assume that the exemption in rule 9.3.6 3.q applies to all rail activity both within and outside the KiwiRail designation, and possibly including the unloading and loading of the trains in the sidings. The Noise Assessment does not include an assessment of the noise levels from the rail sidings, which are on the subject site and outside the designated rail corridor.

We have discussed the exemption in Rule 9.3.6 3.q with the reporting planner and we understand that "rail network" is not explicitly defined in the 2GP. However, the 2GP definition for "Operation,

Repair and Maintenance of the Rail Network means “the use of the Railway for the operation of trains and the maintenance and minor upgrade of Rail undertaken within land designated for Railway purposes”. This definition specifically limits the rail network to operations within the KiwiRail designation.

It is our experience that the District Plan noise exemptions for rail do not typically extend to rail operations outside the designated rail corridor. For example, all rail movements associated with the Ruakura Inland Port’s rail sidings are controlled by the Hamilton City District Plan. This is consistent with the approach applied in other District Plan’s throughout New Zealand. We are not aware of any examples where a District Plan rail noise exemption has been applied to operational noise effects from rail sidings on private land.

It is not clear if the exemption in Rule 9.3.6 3.q applies to rail network activities that are within the SLIP land that is outside the KiwiRail designation in the context of an activity with a non-complying consent status. We leave this matter for the reporting planner to make further comment on, and ultimately for the Panel to decide.

We note that the noise from activities in the rail sidings will likely include refrigerated containers (reefers), which can be significant, especially at night or when the containers are stacked high. There is no mention of reefers in the Noise Assessment. We consider that the noise from trains in the siding may generate potentially significant effects on the existing Rural Residential receivers to south and the possible future Rural receivers to the north. As there is no assessment of the predicted noise levels from rail operations within the Site, we are unable to determine whether the noise effects will or will not be reasonable.

7.6.1 Recommendation

If the Panel determine that the noise from rail operations within the Site are exempt from complying with any noise limit and does not need to be assessed to determine whether the noise effects will be reasonable, then no further assessment is required.

However, if the Panel determine that the exemption does not apply and / or that the noise from trains in the siding should be understood, assessed and conditioned appropriately, then the applicant will need to provide predicted noise levels and an assessment of noise effects for the closest receivers.

7.7 Train noise in the KiwiRail designation

Section 9.7 of the Acoustic Assessment provides an assessment of the noise from rail movements within the rail corridor. We agree that the exemption in Rule 9.3.6 3.q applies to train noise in the KiwiRail designation.

Section 10.4 of the Noise Assessment states that:

Rail movements on and off the Site will generate similar noise levels to existing activity for the Fonterra site.

The proposed operation of the Site currently includes 4 movements per day (none during the night-time period) with potential for future growth. This scale of activity is

less than the existing usage during peak times and cumulatively would increase the number of rail movements from 8 to 12 during the peak period, with no additional night-time movements. Furthermore, there will be no noticeable difference in the noise level or character for receivers near the rail corridor.

Section 10.5 of the Noise Assessment states that:

Noise from the rail corridor is expected and rules are in place to protect the rail corridor against reverse sensitivity. Rule 9.3.1 of the 2GP requires dwellings within 70m of a rail corridor to provide a certain standard of sound insulation to the building envelope.

This puts the onus on property owners to mitigate against noise effects from the existing rail network. This type of rule is designed to protect against reverse sensitivity on critical infrastructure, such as rail.

With the sound insulation in place, existing houses are already protected from rail noise, irrespective of the number of trains passing in the corridor.

MDA are referring to Rule 9.3.1.4.k of the 2GP, which requires noise sensitive activities that are within 70m of the rail corridor to have acoustic insulation that achieves a minimum design standard of $DnT, w + Ctr > 30$ dB.

We generally agree with the MDA assessment of train noise in the KiwiRail designation.

8.0 Construction noise and vibration

This section sets out our review of the construction noise and vibration assessment criteria, identified receivers, predicted noise levels, mitigation, and construction noise and vibration effects.

8.1 Construction noise and vibration assessment

The Noise Assessment correctly identifies the applicable permitted construction noise limits in performance standard 4.5.4.1(a) from the 2GP⁶. Construction noise must not exceed the "long term duration" construction noise limits when measured and assessed in accordance with NZS6803:1999 *Acoustics Construction Noise (NZS 6803)*.

The Assessment correctly identifies the applicable permitted construction vibration limits in performance standard 4.5.4.1 of the 2GP.

The construction noise and vibration assessment is very brief, but the receivers are quite well separated. Accordingly, we consider that a brief assessment is sufficient.

The construction noise and vibration levels are predicted to comply with the 2GP permitted noise and vibration limits. We agree with the sound power levels used for the construction noise and vibration predictions and assessment.

⁶ As of 7 November 2018, all rules in the proposed 2GP had legal effect.

8.2 Nighttime construction work

In respect to nightworks, Section 8.4 of the Noise Assessment states:

If construction activity is required at night – for example, for extended concrete pours – a construction noise management plan should be developed to ensure that the best practicable option is adopted to reduce noise.

It is our experience that concrete pours between the hours of 5.30am and 7.30am is common practice in the construction industry, especially for large developments. We agree with the approach of implementing a construction noise management plan (CNMP) and that it would only be required if works are planned outside the hours of 7am to 6pm.

8.2.1 Recommendation

We support the requirement for a CNMP for works undertaken at night. We recommend that this is delivered by a clear and certain condition that works for all stages of the development.

We recommend that the CNMP has a specific section setting out how night works must be controlled to ensure compliance with the noise standards for permitted activities in the 2GP.

The current draft conditions do not include a requirement for a CNMP. A review of the draft conditions is provided in Section 9.0 below.

9.0 Review of proposed conditions

We have reviewed the following proposed noise and vibration conditions provided in Part C.01 of the Substantive Application. We have set out our review comments and recommendations below:

9.1 Proposed condition (25) Construction noise limits

We agree with this condition.

9.2 Proposed condition (26) Construction hours

Proposed Condition (26) is reproduced below:

Construction activities will typically be undertaken during the hours of 7am – 7pm, Monday to Saturday (excluding public holidays), with the exception of:

- (a) Works associated with maintaining plant or amenities (e.g. cleaning activities);*
- (b) Works associated with the supply and placement of concrete; and*
- (c) Low noise generating activities (e.g. painting, installation of lighting fittings, or activities that require no or minimal power tools).*

We consider that this condition is unclear, uncertain and difficult to monitor or enforce.

The times of 7.00am – 7.00pm do not align with the higher noise limit times authorised by Condition (25), which are 7.30am – 6.00pm. If construction noise is anticipated before 7.30am then we recommend that the CNMP has a specific section setting out how night works must be controlled to ensure compliance with the noise standards for permitted activities in the 2GP.

We consider that the condition below will enable the same overall outcome (permitting work at night subject to compliance with the noise limits in condition 25) but in a clearer, more certain and enforceable way.

Construction work must be undertaken between the standard hours of 7am and 7pm from Monday to Saturday (except Public Holidays). Works outside of these hours (at night, on Sundays and on Public Holidays) may be undertaken if the certified Construction Noise Management Plan (CNMP) in condition [X] below demonstrates how they can be undertaken in compliance with the noise limits in Condition 25.

The applicant's proposed conditions do not include a requirement for a CNMP, despite the Noise Assessment suggesting one be developed for managing work at night.

We consider that the following condition should be attached to the consent:

[X] At least ten working days before any works are undertaken outside the standard hours set out in condition [26], a Construction Noise Management Plan (CNMP) must be submitted to Dunedin City Council for written certification.

The objectives of the CNMP are to:

- a) Set out the specific works that are proposed to undertaken outside the standard hours, including the location of the works, the general nature of the works and the general nature of the plant and machinery that will be required
- b) Set out the procedures to identify and adopt the best practicable options for minimising construction noise effects and to ensure that the noise limits in condition 25 will be complied with for works outside of standard hours.

The CNMP must be prepared with reference to Annex E of NZS 6803:1999 *Acoustics – Construction Noise* and the Association of Australasian Acoustical Consultants *Guideline for Interpreting and Applying NZS 6803-1999*, and must include the following information:

- i. The construction noise limits for the project.
- ii. Identification of surrounding noise sensitive receivers.
- iii. Details for advising the occupiers of the neighbouring buildings of the works outside the standard hours, including when the highest noise levels can be expected for works.
- iv. A general outline of the activities to be undertaken outside the standard hours, including duration, hours of work, and any timing restrictions on noisy activities that have been agreed through consultation with neighbours.
- v. The methods and procedures that must be adopted to ensure that the noise limits for works outside of standard hours in condition 25 are complied with at all times.

- vi. Specifications for any temporary construction noise barriers or localised screening that might be required.
- vii. Procedures for responding to concerns from neighbours and dealing with any complaints (including the provision of contact details for any concerns regarding noise).
- viii. Procedures for noise monitoring and for applying any corrective action measures.
- ix. Procedures for ensuring that all contractors and operators on site are aware of the construction noise limits and the requirement to minimise noise effects as far as practicable on the neighbouring sites when working outside of standard hours.

The CNMP may be subject to amendment through the life of the project. Any subsequent amendment of the certified CNMP which comprises changes to the construction methodology must be tracked and the revised CNMP submitted to Dunedin City Council for certification.

9.3 Proposed condition (27): construction vibration

We generally agree with the applicant's proposed Condition 27 however we do not agree with the inclusion of the table of vibration limits. The terminology and levels in the table are inconsistent with the DIN4150-3 standard that is referenced at the beginning of the condition.

We recommend that the following condition is used:

Construction vibration must be measured and assessed in accordance with the provisions of DIN 4150-3:2016 'Vibrations in buildings – Part 3: Effects of vibration on structures'. Construction vibration must comply with the guideline values in tables 1 and 2 of the DIN4150 standard.

9.4 Review of draft Condition (68) Rural Zone noise limits

We disagree with the applicant's proposed Condition 68 for the reasons set out in this review. We consider that the issues raised in our review need to be addressed before a condition setting operational noise limits can be drafted.

9.5 Proposed Condition (69): noise standards

We agree with this condition.

9.6 Proposed Condition (70) Operational noise management measures

We consider that modifications are required to Condition (70). Modifications should address:

- Provide greater clarity on the requirements for the construction and certification of acoustic walls and timeframes.
- Prescriptive requirements for onsite noise monitoring, including requirements for the data to be made available to DCC on request.

It is our experience that an ONMP is typically used to specify physical and management based noise mitigation measures. We suggest that the matters in Condition 70 would be better addressed through an NMP condition which includes a procedure for noise monitoring and complaints response.

We can provide further input the noise and vibration conditions if required.

10.0 Overall review of the noise effects

We have reviewed the noise effects arising from the substantive application for the Southern Link Inland Port.

The Proposal has the potential to generate significant noise effects over the neighbouring land around the site that is currently vacant. We have recommended that the noise-related reasons for consent are clearly identified and the potential effects are better understood and assessed.

It is difficult to determine the likely noise effects at receivers that are physically existing now until the recommendations in our review have been completed. However, we consider that there is enough information to conclude that the Proposal will generate noise levels that are at the upper level of acceptability for dwellings that are not acoustically treated.

The proposed noise limits at the notional boundaries of physically existing rural and rural-residential zoned dwellings are 55 dB L_{Aeq} during the day and 45 dB L_{Aeq} at night where the receiver is within 350m of the Industrial Zone and 55 dB L_{Aeq} during the day and 40 dB L_{Aeq} at night where the receivers are more than 350m from the Industrial Zone. We consider that noise levels up to these limits for seven days and nights a week will be:

- subjectively experienced as louder than most other noises in the environment
- significantly above background noise levels on calm nights
- generally noticeable for most receivers, particularly for the receivers that are separated from the Industrial Zone and rail line

We expect that noise from the Inland Port will dominate the noise environment for some of the receivers located near to it, except when the noise environment is punctuated or controlled by passing road or rail traffic.

11.0 Summary of key issues

There are a number of matters that we agree with and that we consider have been carried out or addressed appropriately. However, our review has identified several significant noise issues which are summarised below:

- 1) The inclusion of the date-stamp in Proposed Condition 68 deviates from the way the 2GP applies noise limits at all notional boundaries. The 2GP applies noise limits at any notional boundary to provide noise sensitive receivers with an adequate level of noise amenity. The Proposal seeks to exempt the activity from meeting any noise limits at future notional

boundaries. The Noise Assessment does not recognise the potential noise effects on neighbouring vacant land and fails to assess the impact it may have on activities on neighbouring land that are anticipated and provided for by the 2GP. In effect, the Proposal to remove all noise limits across vacant land (irrespective of how it might be developed) amounts to the Proposal using adjacent land as a buffer for its noise emissions;

- 2) The proposed conditions will allow noise levels and effects that are potentially significantly greater than the noise levels that are permitted by the 2GP standards;
- 3) The proposed operational noise limits seek to authorise noise levels that are:
 - a. Higher than the permitted noise levels prescribed by the 2GP for the surrounding zones, with no night time L_{Amax} limit to protect noise sensitive receivers from impact noise that may cause sleep disturbance;
 - b. Higher than the predicted noise rating levels in the Noise Assessment
- 4) The Noise Assessment has not been supplemented with the input data for the noise model for all noise sources;
- 5) Rail network activities within the SLIP land that is outside the KiwiRail designation have not been assessed. These effects must be assessed if rail activities outside the KiwiRail designation are not subject to the exemption in Rule 9.3.6 3.q.
- 6) The proposed conditions require the implementation of ongoing physical and management-based noise mitigation measures require modification to ensure they are effective, clear, certain and enforceable.

We consider that these issues should be addressed by the applicant.

Please contact me if you require any further information.

Yours sincerely,



Daniel Winter, MASNZ
Senior Consultant

From: Daniel Winter [REDACTED]
Sent: Monday, 15 June 2026 6:14 p.m.
To: Alan Worthington [REDACTED]; Karen Bain [REDACTED]
Cc: jon [REDACTED]

Subject: LUC-2026-119 - Styles Group response to Updated Condition Suite

Hi Alan and Karen,

Please find attached the updated conditions with our review comments and suggested amendments (tracked).

We have undertaken a review of the conditions and we agree with the following changes made by the applicant:

- The removal of the date stamp from the noise limit conditions
- The reinstatement of the L_{Amax} noise limit at night
- The updated construction vibration condition
- The CNMP condition (with minor updates).

Our review of updated conditions has identified the following:

- We consider that the condition set is missing a condition that controls hours of operation for the different stages of the port development.
- We disagree with the applicants proposed Condition 58. We consider that the issues raised in our review need to be addressed before a condition setting operational noise limits can be drafted.
- We recommend that the OMNP condition is re-drafted. We can provide a recommended ONMP condition once the remaining matters in our review have been addressed.

There are a number of operational noise matters that have still not been addressed by the MDA response or the updated conditions, including:

1. MDA recommend noise limits that are higher than the noise levels permitted by 2GP standard 9.3.6.1.b . The proposed nighttime limits for Rural Zone receivers that are located more than 350m from the Industrial Zone are 5 dB higher than the noise standards for permitted activities. We do not agree with this approach. We consider that the 2GP noise limits are appropriate and reasonable night-time noise limits for this activity. The activity is predicted to comply with the 2GP noise limits so there is no need to apply for higher noise limits.
2. The MDA response does not address the proposal to remove the requirement to comply with 2GP Rule 9.3.6.1.d. (Rural and Rural residential zone site boundary permitted noise limits). Section 7.2 of the Noise Assessment states that the site boundary noise limits in Rule 9.3.6.1.d. (that apply where there are no noise sensitive activities within 20m of boundary) are *unnecessary and overly restrictive*, and do not address any effects on sensitive receivers. MDA propose to remove any noise limit so there are no noise limits at the site boundary. This may permit noise levels much more than 5 dB higher than the noise standards for permitted activities.

3. The written approvals for 245 Puddle Alley and 291 Dukes North Road have not been provided to us. The written approvals must be clear whether noncompliance with the noise standards for permitted activities in the 2GP is a reason for consent. If the predicted noise levels do not comply with the noise standards for permitted activities in the 2GP, then the written approvals should recognise this to enable the decision maker to disregard the effects.

We have done our best to get provide this response as complete as possible within the two working days we were given to respond. As such, please treat this email and our review of the conditions as a summary. There may be some further improvements identified or detail yet to be resolved prior to meeting with the client.

Let me know if you have any questions.

Kind regards,

Daniel Winter
BSc. PGdip acoustics
MASNZ
Senior Consultant

StylesGroup 

Styles Group
Nelson, South Island



[website](#)

Appendix Six:

Advice on Light Spill from Kieran Lash

Includes:

- review advice from the Kieran Lash at Beca dated 3 June 2026, and
- email regarding applicants proposed updated conditions dated 15 June 2026.

Memorandum

To: Dunedin City Council
c/- Karen Bain

Date: 3 June 2026

From: Kieran Lash

Our Ref: 3012263-909462311-30

Copy:

Subject: Southern Link Inland Port – Spill Light Report Review

Scope

The purpose of this memorandum is to provide a peer review of Part B.08 – Pederson Read – Assessment of Environmental Effects – Lighting report dated 15 April 2026.

Executive Summary

The report developed by Pederson Read provides a comprehensive and well-structured assessment of flood lighting and signage lighting related to environmental effects associated with the proposed Southern Link Inland Port.

The conclusion that the residual effects from spill lighting can be no more than minor is reasonable and well-supported, subject to requirements outlined in the mitigation measures and refinement of the lighting design through comprehensive photometric modelling and detailed coordination during future design stages.

Spill Light Intrusion

The report provides a concise assessment of spill lighting requirements with respect to the Dunedin City Council 2GP which limits the spill light to 1 lux between the hours of 10.00pm and 6.00am.

The applicant is seeking a three-fold increase in allowable illuminance at the boundary. While 3 lux is technically low and functional, not excessive and is unlikely to be materially intrusive in certain contexts (where no sensitive receptors are identified or where there is adjacent lighting), Council should consider maintaining the 1lux requirement at the southern boundary and Dukes Road N as the southern boundary is a conservation area with Silverstream running parallel and Dukes Road N is not currently illuminated.

Ambient Lighting and Dark Sky

It is mentioned in section 3.2.3 of the report that the lighting in the vicinity of the site is not representative of a rural setting. The 20m flood lights located on the adjacent site set at an angle of 30 deg result in significant source of glare.

The mitigation strategies outlined in the report represent industry standard measures of managing upward spill light and glare effects. To ensure the lighting within this development does not result in the same outcome as the lighting on the adjacent site, these measures outlined in the report should be implemented within the detailed design of the lighting which align with the philosophy and intent of dark sky protection objectives.

Memorandum

Mitigation measures

The report outlines spill light mitigation strategies which are aligned with best practice such as, but not limited to:

- Spill and glare control utilizing back light shielding
- Controlled aiming and optics, 0 degree tilt parallel to earth,
- Ensuring light levels are minimized to operational requirements
- Physical barriers
- Utilising warmer colour temperatures, where operational requirements allow.

Council should ensure evidence of the mitigation strategies is provided during the detailed design and is inline with the report provided by Pederson Read.

Additional recommendations

Zoning

If light spill at the boundary is to be limited to that required for a Port Zone within the district plan, that the zoning of the proposed Southern Link Inland Port will be Zoned "Port" as per legend of Page 9, figure 1

Boundary Lighting

Dukes Road N: As the street lighting along Dukes Rd N stops at Stedman Rd, the contrast in illuminance between the roadway and the new development may cause disability glare affecting motorists. Therefore, the detailed lighting design shall provide evidence that the Threshold Increment (TI) of the selected luminaires is low as per recommendations of AS/NZS 4282:2023.

Silverstream: Additional care shall be taken at the southern boundary where Silverstream is situated. If the spill light at the southern boundary exceeds 1lux, the detailed lighting design should demonstrate that any direct lighting spill over Silverstream or any other nearby sensitive receptor (as identified in the methodology detailed in Figure 3 of Australian DCCEE National Light Pollution Guidelines for Wildlife) will not exceed 1lux or be fully obstructed.

Luminous Intensity

The detailed lighting design should demonstrate the control of the obtrusive effect of outdoor lighting will be within the limits prescribed in AS/NZS 4282:2023 including assessment of luminous intensity as well as metrics a. b. & c. outlined in the report.

Conclusion

While the applicant's request to increase allowable spill lighting levels to 3 lux may be technically acceptable in certain contexts, it is recommended that the Dunedin City Council carefully consider retaining the 1 lux limit in areas where potential adverse effects could arise, particularly where sensitive receptors may be present.

Through the incorporation of the mitigation strategies outlined and detailed photometric modelling, the proposed lighting design can achieve acceptable environmental outcomes while maintaining illumination levels required for the Port to operate safely.



Memorandum

Kieran Lash

Senior Electrical Engineer



From: Kieran Lash [REDACTED]
Sent: Monday, 15 June 2026 1:18 p.m.
To: Alan Worthington <[REDACTED]>
Cc: Karen Bain <[REDACTED]>; James Taylor [REDACTED]

Subject: Re: FTAA-2604-1207 - Updated Condition Suite - Following Council Review

Hi Alan/Karen,

I have reviewed the Operational Lighting conditions attached below and the documentation that shall be submitted under this item is sufficient to review the environmental effects of the lighting design.

Ngā mihi nui || Kind Regards

Kieran Lash
Senior Electrical Engineer
Beca



www.beca.com

Appendix Seven:

Advice on Biodiversity from Zoe Lunniss

Includes:

- Biodiversity Advice dated 12 May 2026
- Email confirming that the proposed conditions are acceptable dated 16 June 2026.

TO: Karen Bain

FROM: Zoe Lunniss, Biodiversity Advisor

DATE: 12 May 2026

SUBJECT: LUC-2026-119 – SOUTHERN LINK INLAND PORT FAST TRACK CONSENT – BIODIVERSITY COMMENTS.

Kia ora Karen,

Please find my comments on LUC-2026-119 as follows,

1. This memo provides a review of the terrestrial ecological effects associated with the Southern Link Inland Port proposal, based on the applicant's Terrestrial Ecological Impact Assessment¹ (referred to as 'the report'), the Landscape and Natural Character Assessment, and the proposed conditions of consent.
2. This assessment excludes freshwater biodiversity, stormwater discharge effects, and potential impacts on the receiving environment of Silver Stream as these matters should be addressed by Otago Regional Council.
3. This assessment also excludes a thorough review of herpetofauna effects. The report identifies adverse effects on *Oligosoma chionochoescens* (tussock skink), which is outside of my technical expertise. My comments therefore focus on the adequacy of proposed conditions.
4. Approval under the Wildlife Act 1953 is required for the proposed salvage, relocation and incidental killing of *O. chionochoescens*. The application states that this approval will be sought outside the Fast Track process.
5. I recommend that a suitably qualified individual peer-reviews the herpetofauna assessment and any mitigation actions proposed.

Site

6. The site is located on the Taieri Plains and comprises approximately 40 hectares of highly modified farmland including pasture, shelterbelts, and riparian vegetation dominated by exotic species.

¹e3 Scientific. April 2026. *Southern Link Inland Port Terrestrial Ecological EclA*. Document ID: 25055. Prepared for Southern Link Property Ltd.

7. The site lies within an Acutely Threatened Land Environment² with less than 10% indigenous cover remaining nationally. In these environments, the loss of habitats for indigenous species has been great and little indigenous biodiversity remains.
8. The southeastern boundary of the site adjoins Silverstream, identified in 2GP Appendix 10C as a waterbody with values relating to flood and erosion mitigation, and migratory value for species in the upper reaches.

Existing vegetation

9. E3 identified 36 plant species on the site, of which only four were indigenous. These species are locally common and of low biodiversity value.
10. The shelterbelts and stream margins are dominated by exotic species, including species listed as Pest Plant Species in 2GP Appendix 10B and/or the Otago Pest Management Plan³ (e.g., elder, hawthorn, broom, gorse, sycamore). Their removal is permitted and encouraged.
11. I agree that vegetation within the stream edge and stream buffer has limited biodiversity value. Although a small number of indigenous species are present they are limited in their extent and fragmented.
12. Overall, I agree with the conclusion in the report that vegetation on the site is highly modified, dominated by exotic species and of limited biodiversity value.

Effects on vegetation

13. The proposal seeks to remove approximately 38 hectares of vegetation, predominantly exotic species of low biodiversity value and is a permitted activity in the 2GP (outside riparian setback area).
14. I agree that vegetation clearance and earthworks effects on biodiversity values (excluding herpetofauna and freshwater biodiversity values) are low.
15. However, the report assumes riparian vegetation will be retained but this is not clearly reflected in the proposed conditions and creates a risk of unmanaged clearance or earthworks within waterbody setback. Clarification is needed to ensure riparian vegetation is either retained or, if removed, replaced with ecologically appropriate species guided by an approved planting plan.
16. To ensure appropriate management and potential enhancement of riparian vegetation, I recommend conditions are amended to support:
 - a. Requirement to replace pest species removed with ecologically appropriate species
 - b. Maintenance of any planting within the riparian margin to align with best practice and/or an approved planting plan.

²E. Cieraad, S. Walker, R. Price, & J. Barringer. (2015) An updated assessment of indigenous cover remaining and legal protection in New Zealand's land environments. *New Zealand Journal of Ecology* 39(2): 309 – 315

³Otago Regional Council. 2019. Otago Pest Management Plan 2019-2029. orc.govt.nz/media/zhjbeqya/orc-regional-pest-management-plan-2019-29_final_corrected-21-1.pdf

17. Replanting with indigenous species would likely enhance biodiversity values and the natural character of riparian margins and would be consistent with 2GP Policy 10.2.2.6(b).

Effects on lizards

18. The report identifies 5.64 hectares of tussock skink habitat within the site. The proposal is expected to result in the loss of this habitat, with an estimated 200-300 tussock skinks potentially disturbed, displaced, injured, or killed.
19. The effects on lizards, and therefore biodiversity values are adverse, requiring management and require management under 2GP Policy 10.2.1.Y.
20. A Wildlife Act Authority is required and has not been provided.
21. The application states that a Lizard Management Plan (LMP) will be developed to support the Wildlife Act approvals process.
22. Specifically, the application states that the LMP will have the objective of safely removing lizards from the site and relocating them to a protected, pest-managed area capable of supporting their long-term persistence and include details of:
 - a. salvage methodology
 - b. salvage effort required
 - c. timing of salvage
 - d. methodology for handling and release
 - e. release site requirements (habitat creation, pest control, long-term protection)
 - f. post-release monitoring requirements
23. The LMP has not been provided as part of this application and therefore no assessment can be made on whether biodiversity effects are minimised as far as practicable. Furthermore, the proposed condition relating to lizard salvage (condition 102) does not require the preparation, certification or implementation of an LMP to manage adverse effects on lizard.
24. In my opinion, the proposed condition is currently inconsistent with 2GP Policy 10.2.1.Y which requires adverse effects to be minimised as far as practicable.
25. To ensure consistency with the 2GP and the effects management hierarchy, Condition 102 should be amended to require:
 - a. Preparation of an LMP by a suitably qualified individual which addresses, at least, the matters listed in paragraph 22. The LMP should also include contingency actions if the salvage and release of lizards is not successful.
 - b. Provision of the LMP to Council for monitoring purposes.

- c. Implementation of all activities specified in the LMP, including ongoing monitoring and reporting.
26. If these recommendations are adopted, I consider that effects on lizards could be appropriately managed. However, I recommend that Council engage a suitably qualified herpetologist to review this aspect of the application.

Effects on avifauna

- 27. The report considers that the effects on Threatened and At Risk avifauna to be low due to the modified nature of the site, minimal disturbance to riparian vegetation and availability of similar habitats nearby.
- 28. The report recommends monitoring avifauna to identify "distinguishable differences in behaviour and occupancy" following construction and operation of the port.
- 29. In my opinion, these recommendations are not clearly reflected in the proposed conditions. I recommend the conditions are updated to ensure appropriate management of potential effects on avifauna. The conditions should include:
 - a. Clear baseline monitoring requirements
 - b. Define trigger thresholds for mitigation (i.e., what is considered a "distinguishable difference" in behaviour and occupancy. Without thresholds, how is monitoring triggered?)
 - c. Require monitoring to be undertaken by an appropriately qualified individual
 - d. Proportional restoration planting if adverse effects are identified
- 30. An example of wording that could achieve these outcomes is provided in Appendix A.
- 31. I agree that the potential effects on avifauna are likely to be no more than minor, provided the riparian vegetation is maintained in a condition to support avifauna foraging and movement. However, the proposed conditions do not give full effect to the reports own recommendations and therefore do not provide certainty that adverse effects will be detected or addressed.
- 32. If the recommendations in paragraph 29 (or condition wording as suggested in Appendix A) are adopted, I consider that any potential adverse effects can be managed and will ensure the proposals consistency with 2GP Policy 10.2.1.Y.

Other matters

- 33. I recommend Condition 94-96 are removed from the proposed DCC conditions as these relate to the management of freshwater values. The DCC is unable to manage these consent conditions and therefore they risk unenforceability. Further information is needed to delineate monitoring and regulatory responsibilities of ORC and DCC.

Biosecurity Plan

34. The report states that port operations present biosecurity risks through the movement of imported materials and machinery. A biosecurity condition has been proposed, however, in my opinion, it lacks sufficient detail. To ensure the condition achieves its intended purpose (managing indirect effects of species introductions on biodiversity), I recommend that Condition 106 is updated to include:
- a. Monitoring, management and response protocols (including the need for periodic reviews)
 - b. Development of the plan by an appropriately qualified individual and provision to Council prior to operation of the port.

Predator Control Plan

35. Increased human activity at the inland port may have a potential impact on indigenous biodiversity through the likely increase of mammalian predators (e.g., feral cats, rats, mustelids) which predate on native birds, lizards and invertebrates. E3 recommend the implementation of targeted feral cats, possums, mustelids, and rodent control.
36. While the applicants volunteers a predator control condition (Condition 107) the current wording is vague as it does not specify target species, control frequency, monitoring requirements or the relationships between pest management and waste management.
37. To ensure the condition meets its original objective and effects are managed appropriately, I recommend the condition is amended to require:
- a. Preparation of the Predator Control Plan by an appropriately qualified individual
 - b. Identification of target species and control methods
 - c. Specification of trap types, bait, placement, maintenance, and frequency of monitoring
 - d. Integration with the proposed Waste Management Plan
 - e. Reporting requirements
 - f. Ability to review the plan to ensure it remains effective
38. Adoption of these recommendations will manage the increased potential effect of human activity and predators on biodiversity values.

General comments on conditions

39. In reviewing the proposed conditions, I have made some general suggestions to ensure that conditions meet their intended purpose and are effective and enforceable. In my experience, conditions that are ambiguous, lack measurable outcomes, implementation requirements, and timeframes for completion create risks for both the consenting authority and the consent holder.

40. The following recommended changes to condition drafting would likely improve the ability for staff to monitor consents and strengthen ecological outcomes.

- a. Include defined outcomes that are measurable (i.e., when is the condition considered complete).
- b. Include clear deadlines for conditions that are timebound
- c. Ensure conditions directly require the implementation of plans and that the consenting authority can approve these to ensure they are meeting the objectives of the original condition.
- d. Use directive language (e.g., replace 'shall' with 'must')

Conclusion

41. Overall, I agree the general conclusions made in the e3 report that effects on biodiversity values are low, provided they are managed through the proposed conditions and the recommendations in this memo.

Zoe Lunniss
BIODIVERSITY ADVISOR

APPENDIX A – PROPOSED CONDITION WORDING TO MANAGE AVIFAUNA EFFECTS

Condition 97:

Prior to the commencement of construction activities, the Consent Holder must engage a suitably qualified individual to undertake monitoring along the stream edge and bank of Silver Stream for the purpose of identifying and monitoring:

- a) Presence of Threatened and At Risk avifauna species;*
- b) Abundance of Threatened and At Risk avifauna species; and*
- c) Behaviour of Threatened and At Risk avifauna species.*

This monitoring must provide baseline information to compare with future monitoring following the operation of the Southern Link Inland Port.

Condition 98:

Monitoring required by Condition 97 must occur for one year during construction (covering all four seasons), and one year during operation (covering all four seasons). Monitoring and reporting activities must be undertaken by a suitably qualified and experienced professional.

Condition 99:

The findings of the riparian vegetation monitoring must be provided to the Dunedin City Council in a Silver Stream Monitoring Report within two calendar months of the completion of the riparian vegetation monitoring required by Condition 97.

Advice Note: The Silver Stream Monitoring Report may be prepared in conjunction with any other Silver Stream Monitoring Report prepared in accordance with any consent requirements applying to the Southern Link Inland Port.

Condition 100

If the riparian vegetation monitoring required by Condition 97 identifies a distinguishable difference in behaviour or occupancy of Threatened or At Risk avifauna species within the stream edge or stream bank of Silver Stream that is attributable to the Southern Link Inland Port (when compared to pre-construction baseline monitoring), the Consent Holder must undertake restoration planting along Silver Stream.

The length and width of restoration planting must be proportional to the level of effect identified through monitoring under Condition 97 and 98, and must be located at a suitable site within the same Ecological District, as approved by Dunedin City Council.

Confirmation of the following matters must be detailed in the Silver Stream Monitoring Report required by Condition 99:

- (a) Location of the suitable restoration site and rationale for its selection;*
- (b) Timing for the commencement and completion of planting;*
- (c) Species to be planted (must be ecologically appropriate shrubs and trees only), spacings (at 1-2 m centres), and size of plants to be established; and*
- (d) How the restoration will be designed to achieve an equivalent canopy cover to that present within the stream edge and stream buffer prior to construction.*

(e) *Monitoring requirements and methods that will be implemented to ensure successful establishment and long-term protection of the planting.*

Condition 101:

Any restoration planting required by Condition 100 must be maintained by the Consent Holder until greater than 90% native cover is achieved in the area of restoration planting after five years.

From: Zoe Lunniss [REDACTED]
Sent: 17 June 2026 11:12
To: [REDACTED]
Subject: RE: Inland Port - revised conditions

Kia ora John,

I have had a quick look. Seems okay to me?

I have resigned from my role at DCC and my last day is on Tuesday so will not be able to provide in additional comments for this one. In the thick of handover notes! Largely okay with everything though, appear to have accepted most things.

Hei konā mai,
Zoe



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From: [REDACTED] <[REDACTED]>
Sent: Wednesday, 17 June 2026 11:10 a.m.
To: Zoe Lunniss <[REDACTED]>
Subject: Inland Port - revised conditions

Hi Zoe. I have been re allocated this Job that Karen was previously assigned. I am working through various effects sections. I note that you recommended a number of changes to the proposed conditions and many of your recommendations seem to have been accepted by the applicant as appropriate.

Have you had a chance to look at the revised conditions that Alan sent through?

Cheers

John Sule
Consultant Planner
Contracted to Southern Planning Solutions
[REDACTED]

Appendix Eight:

Rural Character and Visual Amenity Advice from Luke McKinlay

Includes:

- landscape review advice from Luke McKinaly dated 13 May 2026 , and
- updated review advice from Luke McKinaly on the amended visual impact report.

MEMORANDUM

TO: Karen Bain, Planner

FROM: Luke McKinlay, Landscape Architect

DATE: 13th May 2023

SUBJECT: **LUC-2026-119 - SOUTHERN LINK INLAND PORT_LA COMMENTS**

Hi Karen,

The following is in response to your request for comment on the above fast track application for the proposed Southern Link Inland Port (SLIP) on Dukes Road North, Mosgiel.

These comments review the following documents:

- Landscape and Natural Character Effects Assessment (LNCEA), 16 April 2026, prepared by Mike Moore, Landscape Architect.
- Southern Link Property Ltd - Inland Port Mosgiel - Photo Simulations, 14 April 2026, prepared by Virtualview.

I undertook a visit to the site and surrounding area on the 4th of May 2026 to inform the following comments. Photographs taken during these visits are attached in Appendix 1.

Review of Landscape Effects Assessment (LNCEA) Report

The following peer review is structured in accordance with the recommendations of *Tangi a te Manu Aotearoa New Zealand Landscape Assessment Guidelines, July 2022*. Specifically, it will consider whether the LNCEA, prepared by Mike Moore, dated 16 April 2026, follows a sound methodology that includes the following elements:

- An assessment of landscape effects in the context of the relevant statutory provisions and any 'other matters'
- A description, interpretation, and evaluation of relevant landscape character values.
- An analysis of the effects on landscape values in a balanced and reasoned way.
- A series of credible findings supported by a clear rationale.
- A set of appropriate recommendations and/or conclusions.

The purpose of this review is an appraisal of the assessment. It is not a parallel assessment.

Methodology:

The LEA contains a methodology statement, which is consistent *Te Tangi a Te Manu*, July 2022. In general, the method is appropriate for the purpose of the assessment, the nature of the surrounding rural landscape, the potential landscape issues and the scale of the proposal and its potential effects.

The LEA is structured as follows:

- Methodology.
- Site and area description.
- Landscape values.
- The proposed development, including integrated landscape mitigation measures.
- Landscape effects assessment (LEA).
- Natural character effects assessment.
- Conclusion.

Existing landscape/Site Context:

The LNCEA identifies the relevant context within which the proposed Inland Port is located. In summary, Mr Moore identifies the relevant landscape context as follows:

The primary relevant landscape context of the site is identified as the northeastern end of the Taieri Plain, including Mosgiel and the rural land surrounding it. The broader context is the Taieri Plain as a whole, including the hills defining it on all sides. Given the flat topography and the high degree of screening provided by shelter vegetation, the more specific context is relatively confined and includes the site itself with adjoining areas within approximately 500m – 1km. This encompasses environments with rural, industrial, and rural residential character.

The assessment identifies that the Silver Stream/Whakaehu, which defines the site's southern boundary, forms an important part of the surrounding context and effects on the natural character values of this feature are assessed in the LNCEA.

The cultural landscape context of site is considered with reference to the draft Treaty Impact Assessment (TIA). This identifies that the Taieri catchment is of great significance to Ōtākou and Kāi Tahu whānui. The LNCEA acknowledges cultural landscape values as expressed in the draft TIA.

Rural landscape character values are considered in the context of Objective 16.2.3 of the 2GP and Appendix A7.3 (Rural character values: Taieri Plain Rural Zone).

In general, it is considered that there is an adequate description, interpretation, and evaluation of landscape and natural character values.

Proposal:

This staged proposal is described clearly in the LNCEA and application documents. The following components of the proposal are identified:

- A new rail siding off the Taieri Branch Line to enable loading, unloading and operation of a rail freight shuttle service to Port Chalmers and the wider rail network;
- Approximately 80,000 m² of high stud warehousing;
- Truck canopy and unloading areas;
- A 5ha container depot facility enabling the inspection, cleaning, upgrading and repair of containers including for food grade repacking;
- Up to 5 ha of container terminal for storage of full containers including refrigerated containers;
- Break bulk storage facilities;
- Road widening;
- Ancillary activities to support the above including earthworks, construction of the rail siding, site access, internal roadways and parking, hardstand areas, landscaping, buildings for storage, administration and maintenance facilities, and associated infrastructure and works including measures necessary to manage stormwater and stabilise the site.

It is agreed that the elements that will influence rural landscape character include the following:

- *Large, linked warehouse buildings generally up to approximately 14m high and with combined facades of up to approximately 400m long and large canopies. The exception to this is that warehouses 1b and 2a may be up to 18m in height.*
- *A large (approx. 440 x 300m) paved yard.*
- *Stacked containers up to 17.4m high.*
- *Lighting towers up to approx. 30m high.*
- *A 5 – 6m high topsoil bund along the eastern boundary.*
- *3m and 5m high acoustic barrier walls along the Silver Stream and Dukes Road North boundaries.*
- *A stormwater attenuation pond (normally dry) in the southwest corner of the site.*
- *Outfall structures from the stormwater pond and overland flow drains within the Silverstream margins.*
- *Transient presence and movement of trains, trucks, straddle carriers, forklifts and other machinery.*

In general, sufficient detail, including a range of graphic material, is provided to understand the various aspects of the proposal.

With regards to the graphic material that supports the LNCEA, view location photos are provided from an appropriate range of surrounding locations, and photomontages are provided by Virtualview. The effect of mitigation planting after 10 years growth is shown in the photo simulations.

It would have been helpful if the warehouse buildings that are visible in the Viewpoint 2 image of the Virtualview photo simulations were identified. It is recommended that annotations, which identify which buildings are visible, are included with these images to aid the panel in interpreting them. In addition, it is unclear whether warehouse buildings 2A and 1B are shown at their potential maximum height. The LNCEA identifies that these buildings “may” have a maximum height of 18m. It is recommended that it is confirmed whether the photomontage images (specifically Viewpoint 2) show these buildings at 14m or 18m. If at 14m only, it is recommended that additional images are produced showing the buildings at 18m.

Statutory planning provisions:

The relevant assessment rules, if this were a DCC application rather than a fast track one application, would be as follows:

- 16.12.2.1 – objectives and policies that relate to rural character and amenity (Objective 16.2.3 and associated policies)

Large scale earthworks:

- 8A.7.2.1.a – visual amenity
- 8A.7.2.1.b – amenity of surrounding properties

Boundary setbacks:

- 16.9.4.2.a – amenity of surrounding properties
- 16.9.4.2.c - Rural character and visual amenity
- 16.9.4.5.a

Maximum height - warehouses, container stacks and lighting towers, plus temporary construction cranes:

- 16.9.4.6 – rural character and visual amenity.

While the LNCEA does not make specific reference to these provisions, the assessment addresses the above matters as part of a broader assessment of effects on visual amenity and rural character.

Landscape Effects Assessment:

Landscape effects in the LNAEA are assessed in the context of the Te Tangi a te Manu Guidelines definition, which is as follows:

‘An adverse or positive outcome for a landscape value as a consequence of changes to a landscape’s physical attributes.’

Put simply, the SLIP will result in a change in character from rural to industrial. This is acknowledged in the LNCEA; however, the effects of this change are regarded as being moderated due to the development being seen as an extension of the existing industrial character to the west rather than a completely new type of development that is absent from the surrounding area.

In general, it is agreed that the existing context of nearby industrial development will mean that the proposed facility will not form a singular node of industrial development in an otherwise rural landscape. It is, however, a large addition to the neighbouring industrial area and in strong contrast to the identified values of the rural zone. As such, further consideration could have been given to the cumulative effects of this development, when considered alongside the neighbouring industrial area.

The LNCEA identifies that the scale of the proposed built elements will be larger than those in the nearby industrial area, including the Fonterra buildings to the west of Stedman Road, but consistent with the general size, shape and appearance of industrial warehouses and “not out of place in this setting adjacent to existing industrial buildings”. The assessment goes on to note that stacked containers, lighting towers and parked vehicles will have a highly utilitarian character, but the warehouse buildings will assist in screening these elements from areas outside of the site, and a muted, consistent colour scheme will help to reduce visual prominence effects.

It is agreed that there will be adverse effects on rural character values associated with these very large Industrial buildings prior to mitigation planting becoming effective. While views of the warehouse buildings may have less pronounced adverse effects than views of large, tall stacks of containers they will not provide adequate visual mitigation of these other industrial elements of the proposal (the lighting towers, staked containers etc) solely by screening them. For this reason, the screening vegetation plays an important mitigation role.

Due to the large size of the warehouse building it is recommended that consideration is given to taller screening vegetation along some boundaries. While the inclusion of a mix of native species along both the edge of the Wakaehu/Silverstream and Dukes Road boundaries is supported, it is considered that taller shelter vegetation along the eastern boundary of the site would help to provide more thorough screening of the warehouse buildings. While the presence of the railway line may prevent taller vegetation along the Stedman Road boundary, taller shelter planting/and or retention of the existing eucalyptus shelter belt is also recommended along this boundary, if possible. Given the existing pattern of rectilinear grids of exotic shelterbelts in this area, this taller, more effective screening would not seem out of place.

It is also recommended that existing large trees to the northeast of the truck parking area, beside the main entrance to the site (which appear to be located within a proposed green space), are retained to provide some visual mitigation of the warehouse buildings from nearby locations on Dukes Road North. Trees to be retained should be clearly identified on a final planting plan, which is recommended as a condition.

Lastly, consideration should be given to varying the colour of the different main warehouse blocks (e.g. different colours for the Warehouse 2C/2B block and 1A, 1B & 1C block) with a palette of complementary, visually recessive colours to help reduce their sense of bulk and scale, prior to mitigation planting establishing, and to ensure they read as separate components and not one larger structure.

Visual Effects:

The LNCEA provides an assessment of the visual effects of the proposed development from representative public and private viewpoints in the area surrounding the site. Photo-simulations prepared by Virtualview have been prepared and illustrate the likely visual effects from selected viewpoints.

In general, the effects assessment appears to be undertaken in a balanced and reasoned way. Effects are considered from public locations near private dwellings. Effects are identified as being *moderate* and *high* from dwellings at 231 and 273 Dukes Road, respectively.

Effects from 340 Dukes Road North are identified as being only low-moderate. Given that this site does not currently have views towards the industrial area to the west and will have views of the large warehouse buildings, it is considered that effects are likely to be somewhat higher than assessed - at least *moderate*. As noted above, the use of exotic shelterbelt vegetation along this boundary may provide more effective screening of buildings that will be potentially 18m tall (Warehouses 1b and 2a).

Natural Character Effects:

The LNCEA assesses natural character effects in the context of definition included in The *Te Tangi a te Manu* Guidelines:

“An area’s distinct combination of natural characteristics and qualities, including degree of naturalness.”

The LNCEA identifies that existing natural character attributes associated with this section of Silver Stream / Whakaehu have been negatively impacted due to the following factors:

- The stream alignment has been straightened / channelized;
- Vegetation within the stream margins is exotic and weedy;
- Water quality is affected by run-off from the surrounding rural land.

In terms of the physical impacts of the SLIP on the riparian margins of the Silver Stream / Whakaehu, the LNCEA identifies that the most significant impact on natural character values will be the establishment of two outflow structures within the stream margin. Secondly, in the broader stream context, rural landscape character will be replaced by more modified industrial character, which will also have adverse effects on perceptions of natural character.

The following measures are proposed to mitigate adverse effects:

- Targeted removal and control of weedy vegetation;

- Establishment of locally appropriate indigenous vegetation (whilst retaining important screening trees);

It is agreed that, in terms of mitigating effects associated with the modification of the stream banks and screening the adjacent industrial activity, the above are appropriate measures. The proposed species for the riparian planting appear to be ecologically appropriate for this area.

The LNCEA refers to the Freshwater Ecological Assessment, which confirms that effects on freshwater ecological values can be managed to be low. The Freshwater Ecological Assessment is beyond the scope of this review.

Proposed Mitigation Measures:

A suite of mitigation measures is proposed to address potential adverse effects on existing landscape values, these comprise the following main elements:

- Building / structures design controls
- Retention of existing trees
- Boundary plantings
- Silver Stream / Whakaehu Natural Character mitigation.

In general, these mitigation responses are appropriate and are supported by a clear rationale. As addressed above in the landscape effects section and the below recommendations, several amendments to these measures are recommended.

Conditions:

The following, or similarly worded, conditions are recommended for the landscape section of the application:

- Prior to the commencement of construction activities, the consent holder must engage a suitably qualified person to prepare planting plans based on the landscape concept plan prepared by Mike Moore. The plans must include the following:
 - Details of all proposed planting areas including shelterbelt replacement and riparian planting and all areas of existing vegetation to be retained at the site.
 - The botanical name, common name, number of plants, minimum plant size at time of planting, plant spacings and mature height of all proposed planting.
 - Details of the planting implementation methodology, timing and duration of different activities including weed and pest management, staging where relevant to construction stages, protection from stock grazing (if applicable), and irrigation.
 - All planting must be monitored and maintained for the duration of the consent. Any dead, dying, or damaged plants are to be replaced with the same species as soon as possible, or within the next planting season. The final planting plan must be submitted to rcmonitoring@dcc.govt.nz for approval.

Conclusions:

- In general, it is considered that the LNCEA provides an analysis of the effects on landscape and natural character values in a balanced and reasoned way, which leads to a series of credible findings supported by a clear rationale. The following recommendations are provided to clarify aspects of the proposal and enhance proposed mitigation measures.

Recommendations:

- Confirmation that the Virtualview images illustrate the maximum potential height of warehouse buildings 2A and 1B.
- Annotations to be included on the Virtualview photo simulations to clearly identify the different elements of the SLIP.
- Consideration is given to substituting the proposed screen planting along the eastern site boundary (Pittosporum species – maximum height approximately 12m) with a taller shelter belt species (e.g Eucalyptus spp) to provide a greater degree of visual screening of the large warehouse buildings from Dukes Road North.
- Retention of the small cluster of large trees in the north-eastern corner of the site, near the truck parking area, which appear to be located within a proposed green space, to provide some visual mitigation of the warehouse buildings from nearby locations on Dukes Road North.
- Consideration is given to using different cladding colours for the main blocks of the warehouse buildings to help reduce their overall sense of bulk and scale and to ensure they are read as separate components and not one larger structure, primarily in views from Dukes Road North.

Regards,

Luke McKinlay
Landscape Architect

Appendix 1: Site Photos (the following figures correspond to the figures in the LNCEA)



Figure 2: View from near 231 Duke Road North



Figure 3: View from near 340 Dukes Road North



Figure 4: View from Stedman Road



Figure 5: View from Whakaehu/Silver Stream Trail.



Figure 6: View from Rutherford Road



Figure 7: View from Factory Road



Figure 8: View from Puddle Alley



Figure 9: View from Milners Road

Memorandum

TO:	John Sule, Planner
FROM:	Luke McKinlay, Landscape Architect
DATE:	16 th July 2026
SUBJECT:	LUC-2026-119 - Southern Link Inland Port_ LA Additional Comments.

Kia ora John,

The following provides additional comments on the updated Southern Link Inland Port Landscape and Natural Character Effects Assessment (LNCEA), prepared by Mike Moore, dated 17 June 2026.

The original LNCEA deferred to the draft Treaty Impact Assessment (TIA) when considering effects on values of significance to mana whenua. That assessment identified, amongst other matters, that the Taiari catchment is of great significance to Ōtākou and Kāi Tahu whānui. It was considered appropriate to defer to the draft TIA based on the information available at the time.

It is understood that the updated/replacement version of the LNCEA (herein referred to as the final version) has been prepared in response to the final (unendorsed) Treaty Impact Assessment Report (TIA) and following consultation with Dr Alayna Rā.¹⁰

Methodology

The final LNCEA now explicitly adopts a bi-culturally inclusive concept of landscape as articulated in Chapter 4 of *Te Tangi a te Manu*. This approach acknowledges that the physical, associative, and perceptual overlapping dimensions of landscape incorporate mātauranga, comprising whakapapa (the genealogy and layers of landscape and people), hīkoi (experiencing and perceiving the land in all its entirety), and kōrero (ancestral knowledge).

Effects on Mana Whenua Cultural Landscape Values

The final LNCEA includes a new section: Effects on Mana Whenua Cultural Landscape Values (paragraphs 52-55). The findings of this section are largely adopted from the final TIA. Specific effects of the proposed development and their level of significance are also taken from the final TIA.

Rural Character Effects v Cultural Landscape Effects

There appears to remain some conflict in the assessment of rural character effects alongside cultural landscape matters. The conclusion of the final TIA is that the LNCEA's overall conclusion — adverse/moderate (more than minor) effects are “calibrated against rural character values, not cultural landscape values”. It goes on to identify that “Moore explicitly defers to mana whenua on cultural effects, which is appropriate from a professional standpoint, but it means the landscape report does not actually

¹⁰ Paragraph 3, Southern Link Inland Port Landscape and Natural Character Effects Assessment 17 June 2026

rate effects on wāhi tūpuna at all”¹¹. The final TIA identifies that it remains the concern of Ōtākou that this deferral, combined with the "moderate" rural character rating, risks understating the overall significance of landscape effects when the application is assessed by the Expert Panel under the Fast Track Act. As such, it is unclear if the final LNCEA has managed to incorporate all cultural landscape matters in a way that represents the view of Ōtākou.

The TIA appears to identify that effects on wāhi tupuna "cannot be fully mitigated but may be partially offset through design measures and cultural recognition". The SLPL proposes consent conditions including establishment of a mana whenua consultation group to facilitate an appropriate planting design response, including co-design, appropriate incorporation of species of cultural significance, cultural monitoring, and potentially interpretation. It is unclear if this is acceptable to mana whenua and whether this would be sufficient to enable adequate off-setting through design measures and cultural recognition.

While it is agreed that the effects on rural character values are likely to be at least moderate (more than minor), it is unclear whether the overall effects ratings in the final LNCEA reflects the findings of the TIA. It may be the case that it is difficult to reach an "overall" landscape effects rating that encompasses diverse and sometimes contradictory concepts such as "rural character" and cultural landscape components such as wāhi tupuna.

Mitigation

There appears to be a conflict between the management of rural character, as defined in the Dunedin City Council District Plan, and cultural landscape values with regards to some proposed mitigation measures in the final LNCEA. The TIA prefers the use of indigenous tree species for all mitigation purposes. In my initial comments, I recommended that consideration is given to taller, faster growing screen planting, which could include exotic species used for shelterbelt planting in the surrounding environment, to provide more complete and faster establishing visual screening. This appears to be contrary to the outcomes sought by the TIA. As such, it is likely that retaining native shelter planting, as proposed in the final LNCEA, is the more appropriate approach in this case.

It is worth reiterating, however, that mitigation planting will take some time to become effective. It is acknowledged in the final LNCEA that the proposed *Pittosporum* screen planting along the rail siding will provide effective screening as it matures (over approximately 10 years).

The final TIA identifies that several wāhi tūpuna remain unaddressed. Further, that "the fundamental critique — that visual/aesthetic mitigation cannot address the cultural harm of transforming ancestral landscape — is acknowledged but not resolved within the landscape assessment framework — hence the mitigation adequacy rating of partially adequate". As such, further refinement of the assessment and associated mitigation may need to be managed via a mana whenua consultation group, if this approach is supported by mana whenua.

With the exception of the above matter related to screen planting, there are no other amendments to my initial comments.

¹¹ Page 80 of the Treaty Impact Assessment for the Proposed Southern Link Inland Port (Final Recommended for Endorsement)

Appendix 9

**Recommended Amendments to the Applicants Draft Consent Conditions
circulated on 17 June 2026 by topic**

Certification of Plans

3	Where any consent condition requires the Consent Holder to submit a plan to the Dunedin City Council for 'certification' or 'recertification', the process set out in clauses (a) and (b) must be followed by the Consent Holder. (a) The Consent Holder must submit a plan to the Dunedin City Council; Advice Note: i. The certification (or withholding of certification) of a plan by the Dunedin City Council must be based on the Dunedin City Council's assessment as to whether the document adequately addresses its objectives or requirements as set out in the relevant condition requiring the document's certification; ii. Should the plan submitted in accordance with clause (a) of this condition, in the opinion of the Dunedin City Council, achieve the requirements of the relevant condition(s) requiring the document's certification, the Dunedin City Council will issue a written confirmation (which will constitute 'the certificate') to the Consent Holder that the requirements of the relevant condition(s) have been satisfied; iii. Where the plan submitted in accordance with clause (a) of this condition, in the opinion of the Dunedin City Council does not achieve the requirements of the relevant condition(s) requiring the document's certification, the Dunedin City Council will advise the Consent Holder in writing of the shortcomings, including additional information or measures, it considers necessary to meet the requirements of the relevant condition(s) and ask that the monitoring plan(s), monitoring plan(s), or document(s) be modified to address the concerns, and then be resubmitted; and iv. Certification must not be unreasonably withheld or delayed and certification or a response should take no longer than 20 working days. v. <u>Pursuant to section 36 of the Resource Management Act 1991, the Consent Holder may be required to pay additional charges in relation to the assessment, review, certification, recertification, monitoring or auditing of any plans, reports or documents required by the conditions of this consent. Such charges shall be levied on a time and cost basis in accordance with the Dunedin</u>
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	<u>City Council Schedule of Fees and Charges applicable at the time the work is undertaken.</u> (b) The Consent Holder must address any written response provided by Dunedin City Council and resubmit an amended plan to the Dunedin City Council for certification.
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Contaminated Soils

30	1. Prior to submitting the Remedial Action Plan to the Dunedin City Council for certification in accordance with Condition 4, the Consent Holder must engage a Suitably Qualified and Experienced Person to undertake additional sampling to delineate the extent of contamination on the site. The additional sampling must: a) Identify and assess all relevant pathways and receptors, including (but not limited to) Silver Stream, the swale around the site and any other design features that could be affected by the presence of contaminated soils; b) Be undertaken in accordance with a sampling analysis plan (SAP) and methodology, including: i. Identifying contaminants of concern; ii. Provision for undertaking additional soil sampling around the burn pile, the workshop and barracks; and iii. Outlining how the level of risk posed will be quantified. <i>Advice note: The SAP should clarify the reasons for, and suitability of each applicable soil screening criteria used. For example, but not limited to, why two predicted background concentration levels have been used; and for soils screened for organochlorine pesticides (OCP), confirmation that analysis of OCP alone is sufficient.</i> c) Be undertaken in the areas identified in the SAP, to characterise the soil contamination risk relevant to the identified pathways and receptors noted in (a), and any offsite disposal implications. 2. The results of the additional sampling must be outlined in the Remedial Action Plan.
31	1. A Contaminated Site Management Plan must be <u>prepared by a Suitably Qualified and Experienced Practitioner(s) as defined in the Ministry for the Environment (MfE) Contaminated Land Management Guidelines (CLMG)</u> and provided to the Dunedin City Council via email to

	rcmonitoring@dcc.govt.nz for certification in accordance with Condition 4 of this consent. 2. The objective of the Contaminated Site Management Plan is to identify best practice options for the safe and efficient management of contaminated soils and materials to ensure the health of humans and the environment is protected. 3. The Contaminated Site Management Plan must be prepared by a suitably qualified and experienced professional.
32	The Contaminated Site Management Plan must include but not be limited to: (a) A brief summary of the works to be undertaken in accordance with the approved consent; (b) Timing and duration of construction and operation of control works; (c) A site layout plan, including working areas, site access, clean and contaminated areas and catchment boundaries; (d) Detailed content and performance indicators for the management of contaminated soils and material to manage potential human exposure; (e) Detailed content and performance indicators for the prevention of contaminant migration to offsite ecological receptors; (f) Detailed content and performance indicators for the management of soils in a way that segregates clean fill and contaminated soils (i.e. avoids cross-contamination of clean soils); (g) Detailed content and performance indicators for the control of dust generation during the works; (h) Procedures to ensure the diversion of clean water away from excavations; (i) Detailed content and performance indicators for sediment and erosion control; (j) Requirements for where and how any contaminated soils and material will be disposed of offsite; (k) Requirements for where and how any contaminated soils and materials will be encapsulated onsite; (l) Asbestos-specific health and safety procedures and PPE requirements for the site (in the event that the asbestos surveys required by Condition 38

	confirm presence of asbestos onsite, <u>and/or that the investigation required in Condition 30 shows asbestos contamination</u>); (m) Unexpected contamination and contingency procedures; (n) Relevant contact information of personnel responsible for managing the construction activities onsite; and (o) Roles and responsibilities of personnel responsible for implementing and monitoring the Contaminated Site Management Plan.
33	1. A Remedial Action Plan must be provided to the Dunedin City Council for certification at least 20 working days prior to the commencement of any earthworks within or near to Areas A, B, or C (as shown in Appendix A) or <u>and</u> any other areas identified as requiring remediation in the <u>delineation additional</u> sampling required by Condition 30. 2. The objective of the Remedial Action Plan is to outline the strategy and methods for managing and cleaning up contaminated soils and materials in compliance with best practice guidelines.
34	The Remedial Action Plan must be prepared by a Suitably Qualified and Experienced <u>Person Practitioner</u>(s) <u>as defined in the MfE CLMG</u> and include but not be limited to: (a) A summary of the results of the <u>delineation additional</u> sampling required by Condition 30; (b) Remediation methodology for contaminated soils and materials at Areas A, B, and C (as shown in Appendix A) or <u>and</u> any other areas identified as requiring remediation in the <u>delineation additional</u> sampling required by Condition 30; <u>(c) Identification of any other areas not covered in the sampling required in Condition 30, or delineation sampling and testing required to inform remediation</u> (d) Removal methods and disposal locations for contaminated soils (in accordance with Condition 36); (e) Recording procedures (including but not limited to the recording of details of materials removed from site (location, volume, suitability for reuse onsite), and details of any material imported to site); (f) Requirement for all works to be undertaken in accordance with the Contaminated Site Management Plan (in accordance with Condition 31)

	and the MfE CLMG Ministry for the Environment Contaminated Land Management Guidelines; (g) Any validation sampling and testing and recording methodologies to be implemented; (h) Identification of remedial regulatory requirements and procedures and confirmation as to how these will be complied with; and (i) Identification of the roles and responsibilities of those people involved with the implementation of the Remedial Action Plan.
35	Any contaminated soils and materials removed from the site must either be: (a) Disposed of at a facility whose waste acceptance criteria permit the disposal; or (b) Encapsulated on site (e.g. beneath buildings, roads, or landscaped areas), provided a risk assessment by a SQEP for contaminated land confirms it is suitable to do so. <i>Advice Note: The Detailed Site Investigation prepared by Environmental Consultants Otago 2025 Limited, dated April 2026 identifies Burnside Landfill as a suitably authorised location for the disposal of contaminated soils from the site.</i>

Transport - Roothing

72	- Detailed engineering and design plans and drawings for the construction of improvements to Dukes Road North necessary for the construction and operation of the Southern Link Inland Port must be provided submitted to the Dunedin City Council Transport Group via email to rcmonitoring@dcc.govt.nz and certified by the Dunedin City Council Transport Group at least 20 working days prior to the commencement of any transport related works on the site or on the surrounding transport network. - The detailed engineering and design plans must be in general accordance with that shown on the following Stantec plans: - Roothing Plan Overall – 310206525-STN-00-210-DR-CI-070011; - Roothing Plan Sheet 01 of 08 - 310206525-STN-00-210-DR-CI-070012; - Roothing Plan Sheet 02 of 08 - 310206525-STN-00-210-DR-CI-070013; - Roothing Plan Sheet 03 of 08 - 310206525-STN-00-210-DR-CI-070014;
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- (e) Roding Plan Sheet 04 of 08 - 310206525-STN-00-210-DR-CI-070015;
- (f) Roding Plan Sheet 05 of 08 - 310206525-STN-00-210-DR-CI-070016;
- (g) Roding Plan Sheet 06 of 08 - 310206525-STN-00-210-DR-CI-070017;
- (h) Roding Plan Sheet 07 of 08 - 310206525-STN-00-210-DR-CI-070018;
- (i) Roding & Pavements Layout Plan Entranceways - 310206525-STN-00-210-DR-CI 070050.

along with any changes made to the preliminary / concept level design plans as necessary as a result of detailed design.

3. The detailed design plans and drawings must include but not be limited to:

- (t) Layout and dimensions of the main access / Dukes Road North intersection and secondary (emergency) access to the Southern Link Inland Port site (including but not limited to vehicle crossing widths, distances to closest intersections, sight lines, separation distances, gradients, road widths);
- (u) Identification of how the main and secondary accesses will alter the existing road reserve on Dukes Road North;
- (v) Layout and dimensions of the swale system located within the Dukes Road North road reserve (including but not limited to pipe culverts, longitudinal slopes, vegetation selection);
- (w) Layout and dimensions of the internal road network within the Southern Link Inland Port site (including but not limited to gradients, road widths, pavement design, loading areas, carparking, turning bays);
- (x) Road signs and road markings within the Southern Link Inland Port site, and in the surrounding transport network;
- (y) Street lighting infrastructure design, including street lighting between Stedman Road and the main site entrance; and
- (z) An at least 2.0m wide footpath along the Dukes Road North road frontage connecting to Stedman Road.
- (aa) Lane widening along Dukes Road North between Stedman Road and the main access / Dukes Road North intersection and

	<u>secondary (emergency) access to the Southern Link Inland Port site.</u>
73	The operational transport / roading aspects of the Southern Link Inland Port must be constructed in general accordance with the detailed design plans and drawings unless a conflict or inconsistency between the conditions of this consent and the provisions of the detailed design plans and drawings is identified, in which instance the conditions of this consent must prevail <u>certified under Condition 72.</u>
	Advice Note: The Consent Holder is to work collaboratively with the Dunedin City Council to determine if there is a need for the provision of a footpath connection to / from the Southern Link Inland Port, and to provide such a footpath if the need is confirmed.
X	<u>During and upon completion of the upgrade of Dukes Road North, all works shall be tested to demonstrate that they meet the acceptance requirements of the DCC Code of Subdivision and Development.</u>
Y	<u>The applicant is liable for the maintenance of all publicly vested road infrastructure for a period of 12 months including the remediation of any defects at the end of this period in accordance with the Dunedin Code of Subdivision and Development.</u>

Transport - Parking and Manoeuvring

76	On-site parking and loading bay provisions must be provided at the Southern Link Inland Port in accordance with the operational transport / roading detailed design plans and drawings required by Condition 72.
77	On-site parking spaces must be provided in accordance with <u>the</u> minimum size requirements detailed in AS / NZS 2890.1:2004 Parking facilities. <u>Rule 6.6.1.1 of the 2GP in effect at the date of issue of this consent.</u>

78	On-site loading bays shall be provided in accordance with the minimum size requirements detailed in AS / NZS 2890.1:2004 Parking facilities.
79	All on-site access, parking, and manoeuvring areas shall be formed, drained, and sealed, and thereafter maintained in a permanent dust-free all-weather surface.

Geotechnical

19	3. If the geotechnical investigations and surveys required by Condition 17 identify potential impacts on adjacent land, infrastructure, buildings and structures, prior to earthworks commencing, the Consent Holder must provide: a) Details of the measures proposed to mitigate these impacts; and b) Evidence that these measures have been accepted by the relevant affected party has been consulted on mitigation proposals and there has been consideration of any feedback received. 4. This information must be provided to the Dunedin City Council via email to rcmonitoring@dcc.govt.nz. 5. The Consent Holder must implement the mitigation measures identified in (1), prior to any earthworks being undertaken.
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Earthworks

39	Prior to the construction of any buildings on the site within each development stage, the Consent Holder must submit to Dunedin City Council an Earthworks Completion Report from a suitably qualified and experienced professional confirming: (a) The earthworks that have been undertaken are in accordance with the detailed design plans and drawings approved in accordance with Condition 39 38; and (b) The stability and suitability of the land for industrial building development. Advice Note: For clarity, three Earthworks Completion Reports are to be provided, being one for each of the development stages of earthworks.
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X	1. Any damage to services infrastructure arising from earthworks on the site must be reported to Council's 3 Waters Department, Chorus or Aurora as soon as it is discovered, and must be repaired at the Consent Holder's expense.
Y	2. Uncontaminated soil to be removed from the site must be deposited of at a consented landfill facility, a consented earthworks deposition site or otherwise deposited at an alternative site in compliance with 2GP Earthworks Performance Standards permitted activity performance standards specified in Rules 8A.3.2.1 and 8A.3.2.2 of the 2GP in effect at the date of issue of this consent.

Lighting

X	1. Street lighting on Dukes Road North adjoining the road frontage of the site must be designed to achieve a light spill level that does not exceed 3 lux within the boundary of any rural zoned site used for residential activity.
Y	1. Prior to activities commencing at each development stage a lighting test is to be undertaken by a Suitably Qualified and Experienced Practitioner to confirm compliance with the light spill limits specified in Condition 64 and provided to the Dunedin City Council via email to rcmonitoring@dcc.govt.nz. 2. If the tests identify non-compliance the consent holder must take immediate steps to ensure compliance is achieved prior to the operational stage commencing.

Landscaping

4	No later than the submission timeframe referred to for the relevant plan, the following documents must be submitted to the Dunedin City Council via email to rcmonitoring@dcc.govt.nz for certification:
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Plan	Submission Timeframe
Construction Management Plan	At least 20 working days prior to the commencement of construction activities.
Contaminated Site Management Plan	At least 20 working days prior to the commencement of each development stage of earthworks.
Remedial Action Plan	At least 20 working days prior to the commencement of any earthworks within Areas A, B, or C (refer to Appendix A).
Erosion and Sediment Control Plan	At least 20 working days prior to the commencement of each stage of earthworks activities (development Stage 1, Stage 2 and Stage 3).
Spill Response Plan	At least 20 working days prior to the commencement of construction activities.
Wildlife Hazard Management Plan	At least 20 working days prior to the commencement of construction activities.
Construction Noise Management Plan	At least 20 working days prior to the commencement of construction activities outside of the standard hours set out in Condition 27.
Operational Noise Management Plan	At least 20 working days prior to the commencement of operations for each development stage.

Landscape Plan At least 20 working days prior to the commencement of operations for each development stage.

Advice Note: For clarity and ease of implementation, the Consent Holder may prepare a single consolidated Construction Management Plan that complies with the information and requirements of the various management plans required by Condition 4. While each management plan must be clearly identified and addressed in the Construction Management Plan, they do not need to be provided as separate stand-alone documents. The Construction Management Plan may be prepared in conjunction with any Construction Management Plan prepared in accordance with the

	<i>consent requirements applying to other consents for the Southern Link Inland Port.</i>
14	1. The management plans and mitigation measures referred to in Condition 12(b) are: (a) Construction Management Plan – a copy of the final plan to be provided to the Mana Whenua Consultation Group representatives within 10 working days of the Consent Holder receiving certified versions from the Dunedin City Council; (b) Erosion and Sediment Control Plan(s) – a copy to be provided to the Mana Whenua Consultation Group representatives within 10 working days of the Consent Holder receiving certified versions from the Dunedin City Council; and (c) Wildlife Hazard Management Plan – a copy to be provided to the Mana Whenua Consultation Group representatives within 10 working days of the Consent Holder receiving certified versions from the Dunedin City Council, and <u>(d) A Landscaping plan– a copy to be provided to the Mana Whenua Consultation Group representatives within 10 working days of the Consent Holder receiving certified versions from the Dunedin City Council.</u>
68	1. Landscaping and planting works at the Southern Link Inland Port must be completed in general accordance with the certified Landscape Concept Plan provided in the Landscape and Natural Character Effects Assessment prepared by Mike Moore Landscape Architect, dated 16 April 2026, within the first available planting season following the completion of each development stage of the Southern Link Inland Port, or in accordance with any alternative timing specified in the Landscape and Natural Character Effects Assessment.
70	2. For the purpose of enhancing the natural character values of Silver Stream, the Consent Holder must: (a) Remove any pest or weedy plant species evident along that part of the northern bank of Silver Stream located within the site, within six months of the establishment of the western and eastern stormwater spillways;

	(b) Implement any suitable measures to assist with controlling / limiting the re establishment of pest or weedy plant species along that part of the northern bank of Silver Stream located within the site, within one month of the completion of Condition 70(a); (c) Undertake annual checks of the northern bank of Silver Stream located within the site for any pest or weedy species which have reestablished, and remove them and / or implement any further suitable measures to control / limit any re-establishment; and (d) Establish locally appropriate indigenous vegetation along the northern bank of Silver Stream located within the site, in general accordance with the <u>certified</u> Landscape Concept Plan in accordance with Condition 6870. Details of the natural character enhancement measures that have been implemented along the northern bank of Silver Stream located within the site must be made available to the Dunedin City Council within 5 working days of a request. <i>Advice Note: The implementation of Condition 70 must not interfere with the screening functionalities of the existing trees located along the northern bank of Silver Stream, or the flow functionalities of Silver Stream</i>
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3-Waters Infrastructure

45	1. Detailed design plans and drawings for stormwater management necessary to service the Southern Link Inland Port must be provided <u>submitted for certification</u> to the Dunedin City Council via email to rcmonitoring@dcc.govt.nz at least 20 working days prior to any stormwater construction works commencing on the site. <u>Certification is to follow the process specified in condition 3.</u>
49	1. Detailed design plans and drawings for wastewater management system necessary to service the Southern Link Inland Port must be provided <u>submitted for certification</u> to the Dunedin City Council via email to rcmonitoring@dcc.govt.nz at least 20 working days prior to any wastewater construction works commencing. <u>Certification is to follow the process specified in condition 3.</u>

52	1. Detailed design plans and drawings for non-potable and potable water system necessary to establish the Southern Link Inland Port must be provided submitted for certification to the Dunedin City Council via email to rcmonitoring@dcc.govt.nz at least 20 working days prior to any non- potable and potable water system construction works commencing. Certification is to follow the process specified in condition 3.
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Natural Hazards

B21	1. The consent holder must demonstrate, through hydraulic modelling and external peer review by a suitably qualified and experienced person, that the proposal does not increase off-site flood effects for flood events up to and including the 1% AEP (100-year) event with climate change beyond the following tolerances: a) Within 500 m of the parcel boundary: ○ less than 10 mm increase in flood levels at habitable dwellings; ○ less than 20 mm increase in flood levels at commercial buildings; ○ less than 50 mm increase in flood levels in rural areas; ○ less than 20 mm increase in flood levels elsewhere b) And no more than 10 mm increase in flood levels elsewhere
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