APPENDIX B

SOUTHERN LINK INLAND PORT – FINAL CONDITIONS FOR THE DUNEDIN CITY COUNCIL LAND USE CONSENT

Explanatory Note

The Panel has made minor corrections to the Panel Draft Decision Conditions following receipt of comments under FTAA s70 for the reasons set out in Part K of the Decision:

(a) Amendment to Condition 75B to replace the reference to consent authority with Dunedin City Council in the Advice Note.

(b) Amendment to Condition 86A.3 to include a date stamp to the reference to Rule 6.7.3 of the Second Generation District Plan in effect at the date of issue of this consent. The Panel has also made the same correction to Condition 71B(2)(b).

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GENERAL

1.	The activities authorised by this consent are to be undertaken in general accordance with the descriptions in the Application and supporting technical documents submitted by Southern Link Property Limited in support of authorisations for the Southern Link Inland Port under the Fast-track Approvals Act 2024 ("Act"), unless otherwise determined by these consent conditions which shall take precedence.
2.	At least 5 working days prior to the first exercise of this consent, the Consent Holder must advise the Dunedin City Council in writing of the date upon which it will commence.
	Advice Note: All works associated with the Southern Link Inland Port are to be undertaken in accordance with Archaeological Authority 2026-362.
2A	Pursuant to Section 87(2)(b) of the Act, this consent shall lapse if not given effect to within 10 years of its date of commencement, unless an extension of the lapse period is granted under s125(1A) of the Resource Management Act 1991 ("RMA").

MANAGEMENT, MONITORING PLANS, AND DOCUMENTS

3.	1. The Consent Holder must submit the plans listed in Condition 4 to the Dunedin City Council for 'certification' or 'recertification' that the document adequately meets its objective(s) and is consistent with the requirements set out in the relevant conditions. *Advice Note:* *i. Should the plan submitted in accordance with clause (1) of this condition, in the opinion of the Dunedin City Council, achieve the requirements of the relevant condition(s) requiring the plan'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;*

	ii. Where the plan submitted in accordance with clause (1) of this condition, in the opinion of the Dunedin City Council does not achieve the requirements of the relevant condition(s) requiring the plan'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 plan(s) be modified to address the concerns, and then be resubmitted; and *iii. Certification must not be unreasonably withheld or delayed and certification or a response should take no longer than 20 working days; and* *iv. 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 City Council Schedule of Fees and Charges applicable at the time the work is undertaken.* 2. In the event the Dunedin City Council requests any modifications to the plan(s) submitted for certification in accordance with (1), the Consent Holder must address any written response provided by Dunedin City Council and resubmit an amended plan(s) to the Dunedin City Council for certification.
4.	No later than the submission timeframe referred to for the relevant plan, the following plans must be submitted to the Dunedin City Council via email to rcmonitoring@dcc.govt.nz for certification: *The objective and detail requirements of each plan are provided in the consent conditions.* **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.

	<table><tr><td>Landscape Management Plan</td><td>At least 20 working days prior to the commencement of construction activities.</td></tr></table> *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 consent requirements applying to other consents for the Southern Link Inland Port.*
5.	The plan(s) submitted to the Dunedin City Council for certification must be in general accordance with the Consent Holder's Application, except as amended to: (a) Provide a more appropriate and / or effective management approach; (b) Align the plan(s) with consent conditions; (c) Incorporate comments made by the operator of the Taieri Aerodrome (in accordance with Condition 6); or (d) Incorporate comments made by the Dunedin City Council, or where relevant, the Otago Regional Council and Kaitiaki Advisory Panel, on the draft plan(s). *Advice Note: See Conditions 12 and 14 regarding the Kaitiaki Advisory Panel's role in commenting on management plans.*
6.	1. Prior to submitting to the Dunedin City Council the: (a) Aspects of the Construction Management Plan relating to detailed content and performance indicators of construction activities and safety procedures occurring within the Taieri

	Aerodrome Flight Fan Mapped Area (in accordance with Condition 21(n)); (b) Lighting detailed design plans and drawings (in accordance with Condition 61); and (c) Wildlife Hazard Management Plan (in accordance with Condition 97); the Consent Holder must provide copies of these documents to the operator of the Taieri Aerodrome for their review for the purpose of considering how the provisions of the documents may and / or will impact on the operation of flights from the Taieri Aerodrome. 2. The Consent Holder must allow 15 working days for the Taieri Aerodrome to review and provide comments on the documents referred to in Condition 6(1). 3. The Consent Holder must take into account all comments relating to safety provided by the operator of the Taieri Aerodrome. 4. The Consent Holder must prepare a document (or documents) outlining if any amendments or additions have been made to each document listed in Condition 6(1) in response to comments and suggestions made by the operator of the Taieri Aerodrome and provide that document to the Dunedin City Council contemporaneously with each document when it is submitted to the Dunedin City Council. 5. The document required under Condition 6(4) must include an explanation of where any comment or suggestion made by the operator of the Taieri Aerodrome has not been incorporated into the document and the reasons why. 6. A copy of each document that is submitted must be provided to the operator of the Taieri Aerodrome for their information, together with the document required under Condition 6(4). 7. In the instance that after the 15 working days referred to in Condition 6(2) the Consent Holder has not received comments from

	the Taieri Aerodrome, this will not cease the progression of any subsequent certification activities.
7.	The Consent Holder must ensure that a copy of each certified plan is available onsite at all times and that each copy is updated within 5 working days of any amendments being certified.
8.	The Consent Holder must implement the certified management plans and all activities authorised by this consent must be carried out in accordance with the certified plans, unless a conflict or inconsistency between the conditions of this consent and the provisions of the certified version of the plan is identified, in which instance the conditions of this consent must prevail.
9.	1. The Consent Holder can make amendments to any of the plans referred to in Condition 4 at any time. 2. Any amendment to any plan must be submitted to the Dunedin City Council for recertification and any works associated with the amendment must not commence until recertification has occurred in accordance with Condition 3. 3. If amendments are proposed to the Construction Management Plan in relation to activities within the Taieri Aerodrome Flight Fan Mapped Area, Lighting detailed design plans and drawings, or the Wildlife Hazard Management Plan, the Consent Holder must adhere to the requirements of Condition 6 prior to submitting the documents to the Dunedin City Council.
9A	1. Where these conditions require a detailed design plan(s) to be submitted to the Dunedin City Council for verification, the Consent Holder must consult with the Dunedin City Council prior to finalising the design to confirm the relevant Dunedin City Council standard that is applicable. 2. The Consent Holder must submit the detailed design plan(s) to the Dunedin City Council for verification that the design meets the

	relevant Dunedin City Council standard in accordance with the timeframes set out in the relevant condition. *Advice Note: Verification must not be unreasonably withheld or delayed by the Dunedin City Council and verification or a response should take no longer than 20 working days.*

MANA WHENUA

10.	At least three months prior to the commencement of any construction works, the Consent Holder must invite mana whenua to establish the Kaitiaki Advisory Panel in relation to the Southern Link Inland Port. The invitation must seek direction on the makeup of the Kaitiaki Advisory Panel, frequency of hui and group composition. ***Advice Note**: Mana whenua status is to be determined by Te Rūnanga o Ōtākou.*
11.	The Kaitiaki Advisory Panel must comprise: (a) Up to three representatives of the Consent Holder; and (b) Up to three representatives appointed by mana whenua who elect to participate in the Kaitiaki Advisory Panel. When and if required, representatives from the Otago Regional Council, Dunedin City Council, and/or the Department of Conservation, may be invited to attend Kaitiaki Advisory Panel meetings by agreement of the Kaitiaki Advisory Panel.
12.	The purpose of the Kaitiaki Advisory Panel includes: (a) Facilitating ongoing engagement and communication between the Consent Holder and mana whenua; (b) Supporting the preparation and overseeing the implementation of the Strategic Cultural Programme as described in Conditions 16, 16A and 16B below;

	(c) Enabling discussions between the Consent Holder and mana whenua on the effectiveness of the measures implemented by the Consent Holder to manage impacts on mana whenua values; (d) Identifying which of the management plans required by these resource consents are of interest to the Kaitiaki Advisory Panel (see Condition 4) and providing feedback to the Consent Holder on those management plans in relation to mana whenua values associated with the activities authorised by these resource consents; and (e) Providing a forum for mana whenua to share mātauranga Māori and cultural perspectives relevant to the Project site and the surrounding environment.
13.	The Consent Holder must invite the Kaitiaki Advisory Panel to meet at least quarterly during construction of the Southern Link Inland Port. During operation of the Southern Link Inland Port, the Kaitiaki Advisory Panel must meet at a frequency agreed by the group, with at least one meeting scheduled each calendar year.
14.	The Consent Holder must: (a) Provide the Kaitiaki Advisory Panel with information relevant to the design, construction and monitoring and compliance data (including any necessary remedial action) associated with the operation of the Southern Link Inland Port; (b) Seek advice from the Kaitiaki Advisory Panel on those draft management plans identified in Condition 12(d) above, and any amendments to those plans in accordance with Condition 9, at least twenty working days prior to their submission for certification. If no written comments are received within 20 working days of the draft management plan being provided, the Consent Holder may proceed with submitting the management plan/s to the Dunedin City Council for certification; (c) Record any advice provided by the Kaitiaki Advisory Panel on the draft management plans provided in accordance with 14(b) above; and

	(d) Record a response to each comment, describing how the advice has been adopted or otherwise into the management plan(s).
15.	The Consent Holder must maintain a record of matters raised through the Kaitiaki Advisory Panel and the Consent Holder's response to those matters. Such records must be made available to Dunedin City Council and Otago Regional Council on request.
16.	Prior to the commencement of construction works for the Southern Link Inland Port, a Strategic Cultural Programme must be prepared by the Kaitiaki Advisory Panel and provided to Dunedin City Council and Otago Regional Council for information. The Strategic Cultural Programme must be implemented for the duration of the construction and operation of the Southern Link Inland Port.
16A	The purpose of the Strategic Cultural Programme is to: (a) Recognise and provide for mana whenua values of the project site and support the implementation of monitoring, restoration and enhancement measures expressly required by the conditions of these resource consents in relation to those values; and (b) Where appropriate, incorporate mātauranga Māori into the monitoring, restoration and enhancement measures required by the conditions of these resource consents.
16B	The Strategic Cultural Programme must include: (a) Provision for mana whenua input into the monitoring, mitigation, restoration, and/or enhancement activities expressly required by the conditions of these resource consents; (b) Mechanisms to incorporate mātauranga Māori into environmental management practices associated with the Southern Link Inland Port; (c) Commissioning a Cultural Health Assessment (CHA) within twelve months of the commencement of the consent which identifies cultural health indicators of key species of importance to Te Rūnanga o Ōtākou to be included in the Stormwater Monitoring Plan for Whakaehu (Silver Stream);

	(d) Cultural awareness or induction initiatives for project staff and contractors; and (e) Processes for periodic review of the programme to enable adaptation over time.
16C	If mana whenua representatives invited to participate in the Kaitiaki Advisory Panel advise the Consent Holder that they do not wish to participate in the preparation or implementation of the Strategic Cultural Programme, the Consent Holder will not be required to comply with Conditions 16, 16A and 16B. For the avoidance of doubt, the Consent Holder must still demonstrate that reasonable steps have been taken to invite mana whenua to participate in accordance with Condition 10.
16D	In the event no separate agreement is in place between the Consent Holder and mana whenua in relation to these resource consents, the Consent Holder must meet the costs of establishing, resourcing, and paying (on an ongoing basis for the duration of this consent, where applicable) for any of the roles and functions of mana whenua as set out in these conditions. For the avoidance of doubt, this does not include any third-party advice, legal and/or consultant costs sought by mana whenua.
16E	The Consent Holder must, subject to any relevant health and safety and Ministry for Primary Industry transitional facility requirements, provide mana whenua representatives with reasonable access to relevant parts of the Site, on reasonable prior notice, where such access is reasonably necessary to carry out any of the roles and functions as set out in these conditions.

GEOTECHNICAL

17.	1. Prior to the earthworks detailed design requirements of Condition 38, the Consent Holder must undertake geotechnical investigations and geological surveys to confirm site wide characterisations. The investigations and surveys must include, but not be limited to consideration of:

	(a) Site subsoil class; (b) Ground and slope stability, including the stability of all permanent and temporary slopes; (c) Bearing capacity / soil strength; (d) Settlement analysis; and (e) Seismic soil parameters. 2. The findings of the geotechnical investigations and geological surveys are to be provided to the Dunedin City Council via email to rcmonitoring@dcc.govt.nz in a Geotechnical Site Characterisation Report within two calendar months of the completion of the investigations and surveys.
18.	1. For the ground investigations, surveys, and site characterisations required by Condition 17 that occur along the onsite stream bank of Whakaehu (Silver Stream), they must include: (a) A site walkover / geological survey undertaken by a suitably qualified and experienced professional to visually assess existing conditions of the bank; (b) Geotechnical investigations and laboratory testing to characterise the ground profile and to identify potential layers contributing to slope instability; and (c) The development of geotechnical material parameters and the undertaking of slope stability analysis. 2. If the findings of Condition 18(1), demonstrate that implementation of slope stabilisation measures are necessary to improve the resistance of the slope to potential failure, and to reduce or eliminate additional loadings on the slope crest, then appropriate slope stabilisation measures must be identified by a suitably qualified and experienced professional. 3. The Consent Holder must implement the slope stabilisation measures identified in Condition 18(2) prior to any construction commencing within 10 m of the bed of Whakaehu (Silver Stream).

	Advice Note: 'Bed of Whakaehu (Silver Stream)' refers to the space of land that the waters of the stream cover at its fullest flow without overtopping its banks.
19.	1. 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 the relevant affected party has been consulted on the proposed mitigation and there has been consideration of any feedback received. 2. This information must be provided to the Dunedin City Council via email to rcmonitoring@dcc.govt.nz. 3. The Consent Holder must implement the mitigation measures identified in (1), prior to any earthworks being undertaken.

CONSTRUCTION MANAGEMENT

20.	1. A Construction Management Plan must be provided to the Dunedin City Council for certification in accordance with Condition 4 of this consent. 2. The objective of the Construction Management Plan is to outline best practice procedures, mitigation and methodologies required to manage all construction activities associated with the Southern Link Inland Port.
21.	The Construction Management Plan must include but not be limited to: (a) Details of the construction activities and intended construction timetable (including staging) and hours of operation; (b) Clarification of which of the Condition 21(c) – (t) matters are required to be implemented at each construction stage; (c) Detailed content and performance indicators for traffic management during construction;

	(d) Detailed earthworks design plans for each construction stage (in accordance with Condition 38); (e) Earthworks management and disposal of spoil for each construction stage; (f) A Contaminated Site Management Plan (in accordance with Condition 32); (g) A Remedial Action Plan (in accordance with Condition 34); (h) Detailed content and performance indicators of construction noise and vibration management provisions; (i) Detailed content and performance indicators of stormwater management measures to be implemented during construction activities, including those which appropriately manage potential flooding and water accumulation within excavations and those which are intended to assist with erosion and sediment control; (j) Detailed content and performance indicators of lighting management methods to be implemented in instances where nighttime and low natural light level construction activities are required; (k) Security provisions during each construction stage; (l) Means of water supply for construction activities through each construction stage; (m) Detailed content and performance indicators of methods to control dust, debris on roads, and silt laden runoff throughout each construction stage; (n) Detailed content and performance indicators of construction activities and safety procedures occurring within the Taieri Aerodrome Flight Fan Mapped Area, including land management measures for any infringements of the 1:20 upslope OLS; (o) A Spill Response Plan (in accordance with Condition 47);

	(p) A Wildlife Hazard Management Plan (in accordance with Condition 97); (q) Details of existing network utilities and methods to manage any impacts on existing utilities during each construction stage; (r) Contact details for the contractor, including a process for complaints and remedying concerns; (s) Adjacent landowner liaison measures to be implemented during each construction stage; and (t) Administrative requirements, including: i. Weekly site inspections; ii. Monthly environmental reporting; iii. Independent audit by Suitably Qualified and Experienced Person; iv. Notification and management of environmental incidents; v. Records and registers; vi. Environmental roles and responsibilities or personnel (including nomination of Principal Contractor); and vii. Site induction. *Advice Note: Due to the staged nature of the construction works, not all matters listed in Condition 21 will be applicable for all development stages. Requirement (b) seeks to provide clarification of which matters listed in Condition 21 are required to be implemented for each development stage.*
22.	The Consent Holder must ensure that all operations on the site are carried out in such a manner as to minimise dust emission and to not cause objectionable or offensive effects beyond the boundary of the site. *Advice Note: For the purposes of this consent condition, an objectionable or offensive effect is considered to have occurred if any appropriately*

	experienced officer at the Dunedin City Council determines it so after having regard to: *(a) The frequency, intensity, duration, location and effect of the dust emissions; and/ or* *(b) Where relevant written advice from an experienced officer of the Dunedin City Council or the Otago District Health Board has been issued.*
23.	There must be no obstruction of access to public footpaths, berms, private properties, or public services / utilities resulting from the construction activities. All materials and equipment must be stored within the site boundaries.
24.	All permanent structures and buildings on the site located within the Taieri Aerodrome Flight Fan Mapped Area are to comply with the 1:20 upslope OLS.

CONSTRUCTION LIGHTING

25.	1. Construction lighting along the western, northern and eastern site boundaries must be designed, located, shielded and controlled such that light spill does not exceed 3 lux (measured at 1.5m above ground level) beyond the site boundary. 2. Construction lighting along the southern acoustic wall (parallel to Whakaehu (Silver Stream)) must be designed, located, shielded and controlled such that light spill does not exceed 3 lux (measured at 1.5 m above ground level) beyond the site boundary. *Advice Note: As the southern acoustic wall is set back from the southern site boundary, the implementation of Condition 25(2) will ensure that any light spill along the southern site boundary is less than 3 lux.*

CONSTRUCTION NOISE AND VIBRATION

<table>
<tr><td>26.</td><td>Construction noise must be measured and assessed in accordance with the provisions of NZS 6803”1999 ‘Acoustics – Construction Noise’. The cumulative noise level from all construction activities must comply with the following noise limits 1m outside the facades of buildings housing noise sensitive activities (only while they are occupied) unless otherwise provided for in the Construction Noise Management Plan:
<table>
<tr><th>Time Period</th><th colspan="2">Monday to Friday</th><th colspan="2">Saturdays</th><th colspan="2">Sundays and Public Holidays</th></tr>
<tr><td></td><td>L_{eq} (dBA)</td><td>L_{max} (dBA)</td><td>L_{eq} (dBA)</td><td>L_{max} (dBA)</td><td>L_{eq} (dBA)</td><td>L_{max} (dBA)</td></tr>
<tr><td>06:30am to 07:30am</td><td>55</td><td>75</td><td>45</td><td>75</td><td>45</td><td>75</td></tr>
<tr><td>07:30am to 06:00pm</td><td>70</td><td>85</td><td>70</td><td>85</td><td>55</td><td>85</td></tr>
<tr><td>06:00pm to 08:00pm</td><td>65</td><td>80</td><td>45</td><td>75</td><td>45</td><td>75</td></tr>
<tr><td>08:00pm to 06:30am</td><td>45</td><td>75</td><td>45</td><td>75</td><td>45</td><td>75</td></tr>
</table></td></tr>
<tr><td>27.</td><td>Construction activities will typically be undertaken during the hours of 7am – 7pm, Monday to Saturday (excluding public holidays), with the exception of:
1. Works associated with maintaining plant or amenities (e.g. cleaning activities);
2. Works associated with the supply and placement of concrete; and
3. Low noise generating activities (e.g. painting, installation of lighting fittings, or activities that require no or minimal power tools).</td></tr>
<tr><td>28.</td><td>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.</td></tr>
<tr><td>29.</td><td>At least ten working days prior to the commencement of any works undertaken outside the standard hours set out in Condition 27, the Consent Holder must submit a Construction Noise Management Plan</td></tr>
</table>

	(CNMP) to Dunedin City Council for written certification in accordance with Condition 4 of this consent. The CNMP must be prepared by a Suitably Qualified and Experienced Person 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. The objectives of the CNMP are to: (a) Set out the specific works that are proposed to be undertaken during construction activities 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; and (b) Set out the procedures to identify and adopt the best practicable options for the management of construction noise and vibration. The CNMP 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 (including the manager of White Robe Lodge Thoroughbred Stud foaling unit) 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 26 are complied with at all times; vi. If there are temporary instances where the limits set out in Condition 26 may be exceeded, then the measures that will be implemented to manage the effects of any temporary exceedances; vii. Specifications for any temporary construction noise barriers or localised screening that might be required;

	viii. Procedures for responding to concerns from neighbours and dealing with any complaints (including the provision of contact details for any concerns regarding noise); ix. Procedures for noise monitoring and for applying any corrective action measures; and x. 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.

CONTAMINATED SOILS MANAGEMENT

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) Whakaehu (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. *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.*

	(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 an addendum to the Detailed Site Investigation report submitted with the application.
31.	1. A Contaminated Site Management Plan must be prepared by a Suitably Qualified and Experience Practitioner(s) as defined in the Ministry for the Environment Contaminated Land Management Guidelines 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.
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 of contaminated soils and to ensure that areas that include contaminated soils are not utilised in any way that enables stormwater to discharge to groundwater; (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 and methods to ensure that is excluded from encapsulated areas; (l) Asbestos-specific health and safety procedures and PPE requirements for the site (in the event that the asbestos surveys required by Condition 37 confirm presence of asbestos onsite, and/or that the investigation required in Condition 30 shows asbestos contamination in soils requiring management); (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**) and any other areas identified as

	requiring remediation in the additional 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 Practitioner(s) as defined in the Ministry for the Environment Contaminated Land Management Guidelines and include but not be limited to: (a) A summary of the results of the additional sampling required by Condition 30; (b) Remediation methodology for contaminated soils and materials at Areas A, B, and C (as shown in **Appendix A**) and any other areas identified as requiring remediation in the additional sampling required by Condition 30; (c) Identification of any other areas not covered in the sampling required in Condition 30, where additional sampling and testing is required to inform remediation; (d) Removal methods and disposal locations for contaminated soils (in accordance with Condition 35; (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 certified Contaminated Site Management Plan (in accordance with Condition 31) and the 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 Suitably Qualified and Experienced Person(s) for contaminated land confirms it is suitable to do so. *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.*
36.	Within two calendar months of the completion of remediation works, a Site Validation Report must be prepared by a suitably qualified and experienced professional and submitted to the Dunedin City Council, confirming that the remediated areas and the receiving area(s) for the excavated soils respectively comply with the relevant concentration standards contained within the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health Regulations 2011 (subject to amendment and / or revised Ministry for the Environment guidance). The Site Validation Report must include: (a) A summary of the works undertaken; (b) The location and dimensions of the excavations carried out, including a relevant site plan; (c) Records of any unexpected contaminated encountered during the works, including GPS coordinates, if applicable;

	(d) A summary of sampling (if any) and analysis undertaken for validation sampling, and for unexpected contamination (if applicable), tabulated analytical results including laboratory transcripts, and interpretation of the results in the context of the relevant soil guideline values; and (e) Copies of disposal dockets for material removed from site, if relevant. In the event that contaminated soils and materials are encapsulated onsite, the Site Validation Report must also include an Ongoing Management Plan that documents the ongoing management controls to be implemented by the Consent Holder. The Site Validation Report must be prepared in accordance with *CLMG No.1: Reporting on Contaminated Sites in New Zealand.*
37.	Prior to the demolition of existing buildings on the Southern Link Inland Port site, an asbestos survey(s) must be undertaken by a suitably qualified and experienced professional. In the event that the survey(s) identify the presence of asbestos, appropriate health and safety controls are to be implemented and adhered to in accordance with the provisions of the Contaminated Site Management Plan (in accordance with Condition 31).

EARTHWORKS

38.	1. Detailed design plans and drawings for earthworks necessary to establish the Southern Link Inland Port must be provided to the Dunedin City Council via email to rcmonitoring@dcc.govt.nz at least 20 working days prior to any earthworks commencing on the site. 2. The detailed design plans and drawings must be in general accordance with that shown on the following Stantec plans: (a) Earthworks Plan Subgrade Surface - 310206525-STN-00-501-DR-CI-090002;

	(b) Earthworks Plan Stage 1 - 310206525-STN-00-501-DR-CI-090301; (c) Earthworks Plan Stage 2 – 310206525-STN-00-501-DR-CI-090302; and (d) Earthworks Plan Stage 3 – 310206525-STN-00-501-DR-CI-090303; 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: (a) Confirmation of the earthworks cut / fill balance; (b) Confirmation of the location and staging of earthworks; (c) Batter details; (d) Slope stability design considerations (along the bank of Whakaehu (Silver Stream), adjacent to infrastructure located outside of the site boundaries, and internal excavation sidewalls); (e) Stockpile requirements; (f) Setbacks from property boundaries and network utilities; (g) Identification of onsite reuse of excavated material; and (h) Identification of offsite disposal of excavated material.
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 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.*

40.	All earthworks must be carried out in accordance with best practice operations and: (a) In accordance with the Construction Management Plan required by Condition 20, including the Erosion and Sediment Control Plan required by Condition 41; (b) To avoid or mitigate any detrimental effect on the environment particularly with regard to dust, the contamination of natural water, or the diversion of surface or ground water flows; (c) Not result in alteration to the existing landform in such a manner that adjoining properties will be detrimentally affected particularly through changes in drainage systems or abrupt changes in ground level; and (d) To avoid any hazard to persons or property.
41.	1. The Consent Holder must engage a Suitably Qualified and Experienced Person to prepare an Erosion and Sediment Control Plan for each stage of earthworks (development Stage 1, Stage 2 and Stage 3 as outlined in the Civil Works and Earthworks report prepared by Stantec, date 16 April 2026). 2. The Consent Holder must provide the Erosion and Sediment Control Plan to the Dunedin City Council for certification in accordance with Condition 4 of this consent. 3. The objective of the Erosion and Sediment Control Plan is to ensure that all appropriate sediment and control measures are adopted to minimise any soil erosion and sedimentation effects associated with the construction activities.
42.	The Erosion and Sediment Control Plan must include but not be limited to: (a) Details of all principles, procedures, and practices that will be implemented to undertake erosion and sediment control to minimise the potential for sediment discharge from the site;

	(b) The design criteria and dimensions of all key erosion and sediment control structures (including but not limited to temporary sediment retention ponds, diversion bunds, super silt fencing); (c) A site plan of a suitable scale for each construction stage of the Southern Link Inland Port to identify: i. The locations of waterways; ii. The extent of soil disturbance and vegetation removal; iii. Any buffer areas to be maintained undisturbed adjacent to watercourses; iv. Areas of cut and fill; v. Locations of stockpiles; vi. All key erosion and sediment control structures; vii. The boundaries and area of catchments contributing to all stormwater impoundment structures; viii. The locations of all specific points of discharge to the environment; and ix. Any other relevant site information. (d) Construction timetable for the erosion and sediment control works and the staging of earthworks; (e) Maintenance, monitoring, and reporting procedures; (f) Rainfall response and contingency measures including procedures to minimise adverse effects in the event of extreme rainfall events and/or the failure of any key erosion and sediment control structures; (g) Procedures and timing for review and/or amendment to the ESCP; and (h) Identification and contact details of personnel responsible for the operation and maintenance of all key erosion and sediment control structures.

43.	All areas of earthworks (excluding any area covered by buildings, hardstand areas, or plantings in accordance with the Landscape Concept Plan referred to in Condition 69) must be revegetated to achieve 80% ground cover within 12 calendar months of the completion of earthworks.
43A	Any damage to service or network utility infrastructure arising from earthworks activities on the Southern Link Inland Port site must be reported to Council's 3 Waters Department, Chorus or Aurora as relevant, as soon as it is discovered, and must be repaired at the Consent Holder's expense.
43B	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.

ACCIDENTAL DISCOVERY PROTOCOL

44.	Any archaeological evidence encountered during the exercise of this consent must be investigated, recorded, and analysed in accordance with Archaeological Authority 2026-362. If any archaeological evidence encountered appears to be of Māori origin, the Consent Holder must notify Te Rūnanga o Ōtākou, and: 1. Enable access in order to undertake tikaka consistent with any requirements of site safety (as long as all statutory requirements under the Heritage New Zealand Pouhere Taonga Act 2014 and the Protect Objects Act 1975 have been met); and 2. If human remains (kōiwi tangata) are discovered, all work must cease within 5 metres of the discovery, and the Consent Holder must also advise the New Zealand Police. No further work is to occur in the area until future actions have been agreed to by all parties.

	Advice Note: The accidental discovery protocol is to be undertaken in accordance with the requirements of Archaeological Authority 2026-362 (including all reporting and recording requirements).

STORMWATER

45.	1. Detailed design plans and drawings for stormwater management necessary to service the Southern Link Inland Port must be provided 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 for each development stage. 2. The detailed design plans and drawings must be in general accordance with that shown on the following Stantec plans: (a) Stormwater Layout Plan Overall – 310206525-STN-00-401-DR-CI-20001; (b) Stormwater Layout Plan Sheet 01 of 08 – 310206525-STN-00-401-DR-CI-20002; (c) Stormwater Layout Plan Sheet 02 of 08 – 310206525-STN-00-401-DR-CI-20003; (d) Stormwater Layout Plan Sheet 03 of 08 – 310206525-STN-00-401-DR-CI-20004; (e) Stormwater Layout Plan Sheet 04 of 08 – 310206525-STN-00-401-DR-CI-20005; (f) Stormwater Layout Plan Sheet 05 of 08 – 310206525-STN-00-401-DR-CI-20006; (g) Stormwater Layout Plan Sheet 06 of 08 – 310206525-STN-00-401-DR-CI-20007; (h) Stormwater Layout Plan Sheet 07 of 08 – 310206525-STN-00-401-DR-CI-20008;

	(i) Stormwater Layout Plan Sheet 08 of 08 – 310206525-STN-00-401-DR-CI-20009. 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: (a) Confirmation of the staged implementation of stormwater management features; (b) Layouts, dimensions, and operational design details of temporary construction stormwater measures (including the temporary sediment retention ponds and ancillary features including the eastern swale); (c) Layouts, dimensions, and operational design details of the external diversion channel network; (d) Layouts, dimensions, and operational design details of the internal piped primary network, secondary overland flow paths, and central stormwater attenuation pond; (e) Operational design details of the discharge configuration of the stormwater attenuation pond to Whakaehu (Silver Stream) (including but not limited to outlet design, channel / impact basin design, erosion prevention measures); (f) Operational design details of the discharge configuration of the eastern diversion swale outlet to Whakaehu (Silver Stream) (including but not limited to outlet design, erosion prevention measures); (g) Operational design details of any catchpits, sumps, Universal Pollutant Traps / Gross Pollutant Traps, and fuel-oil separators; and (h) Confirmation of onsite stormwater reuse measures; and (i) Where it is practicable to do so, the outfall structure in the banks of the Whakaehu (Silver Stream) must be comprised of

	naturalised structures (for example stacked rocks or rocked filled gabion baskets rather than rocks in concrete). *Advice Note: Due to the staged nature of the construction works, not all matters listed in Condition 45(3) will be applicable for all development stages. Requirement (3)(a) seeks to provide clarification of which matters listed in Condition 45(3) are required to be implemented for each development stage.*
46.	The stormwater management system for the Southern Link Inland Port must be constructed in general accordance with the detailed design plans and drawings provided to Dunedin City Council 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.
47.	1. A Spill Response Plan must be provided to the Dunedin City Council for certification in accordance with Condition 4 of this consent. 2. The Spill Response Plan must specify suitable management measures to avoid, remedy, mitigate, and / or minimise risks from contaminant spills to: (a) The onsite environment (including Whakaehu (Silver Stream)); and (b) The offsite environment (including the health of neighbouring site users). 3. The Spill Response Plan must be prepared by a suitably qualified and experienced professional.
48.	The Spill Response Plan must include but not be limited to: (a) Identification of rapid containment measures that can be implemented onsite (including but not limited to deploying spill kits, temporary bunding, isolating the affected area);

	(b) Identification of the training measures that are to occur to ensure all operators are appropriately trained to implement the measures identified in Condition 48(a); and (c) Identification of the parties to be notified of any spill event (including but not necessarily limited to the site manager, the persons responsible for individual activities or areas of activities within the site, and relevant authorities).

WASTEWATER

49.	1. Detailed design plans and drawings for wastewater management system necessary to service the Southern Link Inland Port must be submitted to the Dunedin City Council via email to rcmonitoring@dcc.govt.nz for verification that the design is consistent with the relevant Dunedin City Council wastewater management standards at least 20 working days prior to any wastewater construction works commencing for each development stage. 2. The detailed design plans and drawings must be in general accordance with that shown on the following Stantec plans: (a) Wastewater Layout Plan Overall – 310206525-STN-00-411-DR-CI-040001; and (b) Wastewater Layout Plan Pumpstation - 310206525-STN-00-411-DR-CI-040002. 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: (a) Operational design details of how the wastewater system will operate; (b) Confirmation of how the wastewater system will be implemented in stages to match the development of the site;

	(c) Confirmation of the peak instantaneous wastewater flow rate for the Southern Link Inland Port from the terminal pump station; (d) Confirmation of the average (full site development without seasonal peaking) and peak dry weather daily volume; (e) Layout and dimensions of the container washpad level and vehicle access points; (f) Operational design details of washbay pre-treatment; (g) Confirmation of the attenuation tank volume; and (h) Measures to limit the container washbay trade waste flow rate in heavy rainfall events. *Advice Note: Due to the staged nature of the construction works, not all matters listed in Condition 49(3) will be applicable for all development stages. Requirement (3)(b) seeks to provide clarification of which matters listed in Condition 49(3) are required to be implemented for each development stage.*
50.	The wastewater management system for 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.
51.	Prior to the commencement of operational activities at the Southern Link Inland Port, the Consent Holder must confirm to the Dunedin City Council that a wastewater system has been connected and is available to users on the site, or an alternative temporary solution agreed to by Dunedin City Council.

NON-POTABLE AND POTABLE WATER

52.	1. Detailed design plans and drawings for non-potable and potable water system necessary to establish the Southern Link Inland Port must be submitted to the Dunedin City Council via email to

	rcmonitoring@dcc.govt.nz for verification that the design is consistent with the relevant Dunedin City Council water system standards at least 20 working days prior to any non- potable and potable water system construction works commencing for each development stage. 2. The detailed design plans and drawings must be in general accordance with that shown on the following Stantec plans: (a) Water Scheme Layout Plan Overall – 310206525-STN-00-423-DR-CI-060001; and (b) Water Scheme Layout Plan Tanks and Pumps - 310206525-STN-00-423-DR-CI-060002. 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: (a) Confirmation of how the non-potable and potable water system will be implemented in stages to match the development of the site; (b) Confirmation of the peak instantaneous potable water flow demand; (c) Operational design details of water metering and back flow prevention measures on potable water connections; (d) Operational design details of the potable water booster pump stations; (e) Layout, dimensions, and operational design of the potable water ring main; (f) Confirmation of the peak instantaneous non-potable water flow demand from the onsite non-potable reservoirs; (g) Confirmation of the minimum non-potable water storage volume;

	(h) Operational design details of water metering and back flow prevention measures on the non-potable water connection; (i) Operational design details of the onsite rainwater collection and conveyance systems; (j) Operational design details of the non-potable water reservoirs; (k) Operational design details of the non-potable water booster pump station; (l) Operational design details of the non-potable water fire pump station; and (m) Layout, dimensions, and operational design of the non-potable water ring main. *Advice Note: Due to the staged nature of the construction works, not all matters listed in Condition 52(3) will be applicable for all development stages. Requirement (3)(a) seeks to provide clarification of which matters listed in Condition 52(3) are required to be implemented for each development stage.*
53.	The potable and non-potable water system for 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.
54.	Prior to the commencement of construction activities, the Consent Holder must confirm to the Dunedin City Council via email to rcmonitoring@dcc.govt.nz that there is a water supply available to service the Southern Link Inland Port.
55.	Prior to the commencement of operational activities at the Southern Link Inland Port, the Consent Holder must confirm to the Dunedin City Council via email to rcmonitoring@dcc.govt.nz that a potable water system has been connected and is available to users on the site, or an alternative temporary solution agreed to by Dunedin City Council.

56.	Prior to the commencement of operational activities at the Southern Link Inland Port, the Consent Holder must confirm to the Dunedin City Council via email to rcmonitoring@dcc.govt.nz that a suitable firefighting water supply is available in accordance with Fire and Emergency New Zealand requirements.

BUILDING DESIGN

57.	The finished external colours of all buildings and structures are to be of a consistent palette across the site, with: (a) Acoustic walls and site buildings to be finished in colours with a mid-dark tone and light reflectance value of 30% or less; and (b) Warehouse roofs to have lighter tones with light reflectance values of 45% - 50%.

OPERATIONAL NOISE

<table>
<tr><td>58.</td><td>Except for construction activities, all activities associated with the operation of Stages 1 and 2 of the Southern Link Inland Port must be conducted to ensure that the following noise limits are not exceeded. For the purposes of measuring compliance with these limits, noise generated from trains while in motion and noise measured on any property owned by the Consent Holder is excluded from complying with these noise limits:
<table>
<tr><td>Time</td><td>Noise Rating level measured at the notional boundary of noise sensitive receivers in the Rural and Rural Residential Zones located more than 350m from the Industrial Zone</td><td>Noise Rating level measured at the notional boundary of noise sensitive receivers in the Rural and Rural Residential Zones within 350m of the Industrial Zone</td><td>Noise Rating level measured at the boundary of the receiving property in the Industrial Zone</td></tr>
<tr><td>7.00am to 7.00pm</td><td>55 dB LAeq (15min)</td><td>55 dB LAeq (15min)</td><td>65 dB LAeq (15min)</td></tr>
<tr><td>7.00pm to 10.00pm</td><td>50 dB LAeq (15min)</td><td>50 dB LAeq (15min)</td><td>65 dB LAeq (15min)</td></tr>
<tr><td>10.00pm to 7.00am</td><td>40 dB LAeq (15min); and
70 dB LAFmax</td><td>45 dB LAeq (15min); and
75 dB LAFmax</td><td>65 dB LAeq (15min)</td></tr>
</table>
Advice Note: Trains while in motion are excluded from the noise measurement requirements due to the practical challenge of measuring train noise when it is part-in and part-out of the site and the KiwiRail designation (where noise limits do not apply).</td></tr>
<tr><td>58A</td><td>Except for construction activities, all activities associated with the operation of Stage 3 of the Southern Link Inland Port must be conducted</td></tr>
</table>

<table>
<tr><td></td><td>to ensure that the following noise limits are not exceeded. For the purposes of measuring compliance with these limits, noise generated from trains while in motion and noise measured on any property owned by the Consent Holder is excluded from complying with these noise limits:
<table>
<tr><th>Time</th><th>Noise Rating level measured at the notional boundary of noise sensitive receivers in the Rural and Rural Residential Zones located more than 350m from the Industrial Zone</th><th>Noise Rating level measured at the notional boundary of noise sensitive receivers in the Rural and Rural Residential Zones within 350m of the Industrial Zone</th><th>Noise Rating level measured at the boundary of the receiving property in the Industrial Zone</th></tr>
<tr><td>7.00am to 7.00pm</td><td>55 dB LAeq (15min)</td><td>55 dB LAeq (15min)</td><td>65 dB LAeq (15min)</td></tr>
<tr><td>7.00pm to 10.00pm</td><td>50 dB LAeq (15min)</td><td>50 dB LAeq (15min)</td><td>65 dB LAeq (15min)</td></tr>
<tr><td>10.00pm to 7.00am</td><td>43dB LAeq (15min); and
70 dB LAFmax</td><td>45 dB LAeq (15min); and
75 dB LAFmax</td><td>65 dB LAeq (15min)</td></tr>
</table>
Advice Note: Trains while in motion are excluded from the noise measurement requirements due to the practical challenge of measuring train noise when it is part-in and part-out of the site and the KiwiRail designation (where noise limits do not apply).</td></tr>
<tr><td>59.</td><td>Operational noise levels must be measured and assessed in accordance with NZS 6801:2008 ‘Acoustics – Measurement of Environmental Sound’ and NZS 6802:2008 ‘Acoustics – Environmental Noise’.</td></tr>
</table>

59A.	Rail movements must not exceed two movements arriving to the site and two movements departing the site between the hours of 10pm and 7am the next day.
60.	The Consent Holder must engage a Suitably Qualified and Experienced Person to prepare an Operational Noise Management Plan. The objective of the Operational Noise Management Plan is to identify and require the adoption of the best practicable option for the management and mitigation measures necessary to achieve compliance with the noise limits in Conditions 58 and 58A. The Operational Noise Management Plan must be submitted to the Dunedin City Council for certification in accordance with Condition 4 of this consent. The Operational Noise Management Plan must include: (a) Physical mitigation measures (e.g. acoustic walls) to be implemented in order to mitigate noise on sensitive receivers beyond the site including plans and diagrams sufficient to illustrate the location, scale and dimensions of the noise barriers; (b) Methods and procedures to minimise stacking of containers near the boundary at night (10.00pm to 7.00am) in situations where acoustic screening to the closest neighbours is low or minimal; (c) Methods and procedures for minimising loud, single event noise from container handling (especially at night). This should include requirements for regular plant maintenance, operator training and noise monitoring; (d) Methods and procedures for ensuring that machinery and plant operators are trained initially and regularly thereafter to minimise noise; (e) Identification of sensitive areas of the site (e.g. site boundaries near dwellings) where noisy night-time (10.00pm to 7.00am) activities should be avoided (where practicable); (f) A requirement for motorised vehicle equipment and plant utilised at the Southern Link Inland Port to be fitted with broadband “squawker” reversing alarms (where practicable);

	(g) Methods and procedures to ensure that active onsite noise monitoring is installed and operated to capture high noise events (being any onsite activities that exceed a noise level of 65 dB LAmax at the notional boundaries where Conditions 58 and 58A set LAFmax noise limits), with a procedure to implement further training for any repeat occurrences by an individual driver; (h) Methods for enabling a rapid management response to instances of inappropriate container handling that generates higher than typical noise levels; (i) A mechanism to update the ONMP in the event of material changes to the operation of the site or the receiving environment; (j) Methods for consulting with White Robe Lodge during the foaling season (15 July to 15 December) to understand particular sensitivities of mares during foaling; (k) Measures to discourage engine braking by heavy vehicles approaching and leaving the Site, such as driver instructions and signage; (l) Procedures and triggers for monitoring noise levels to ensure compliance with the noise limits in Conditions 58 and 58A; and (m) Contact details of key personnel, including the name of the person with overall responsibility for ensuring noise limits are met. *Advice Note: Active onsite noise monitoring will utilise noise monitors in proxy positions for the monitoring of effects on nearby dwellings.*
60A	The acoustic barriers as shown on Figures 3, 4 and 5 of the Noise Assessment prepared by Marshall Day Acoustics Limited submitted with the substantive application must have no gaps along their length or at their base, and be constructed from a material with a surface mass of 12 kg/m^2 or greater, except for flood/stormwater relief gaps that must be covered with flexible material with a surface mass of 10kg/m^2 of greater.
60B	The Consent Holder must ensure that there are no tonal reverse alarms audible at any receiver on another site where the noise limits in Conditions 58 and 58A apply between the hours of 10pm and 7am the next day.

60C	Night-time container stacking (between the hours of 10pm and 7am the next day) must not commence until warehouse buildings 2A, 2B and 2C have been constructed.

OPERATIONAL LIGHTING

61	1. Detailed design plans and drawings for lighting necessary to operate the Southern Link Inland Port must be provided to the Dunedin City Council via email to rcmonitoring@dcc.govt.nz at least 20 working days prior to the commencement of any operational activities at the site for each development stage. 2. The detailed design plans and drawings must be in general accordance with the content of the Assessment of Environmental Effects – Lighting prepared by Pedersen Read, dated 15 April 2026, 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: (a) Clarification of what lighting infrastructure will be installed at each development stage of the Southern Link Inland Port; (b) Confirmation of the location of lighting infrastructure; (c) Operational lighting design details for the rail siding (in accordance with Condition 81) including onsite exterior lighting measures to reduce potential interference with railway signalling; (d) Operational design details of internal lighting which is visible from outside the site (including but not limited to controls on lighting transition times (including motion detection), switching events, and abrupt luminance changes); (e) Operational design details of exterior lighting (including but not limited to controls on transition motion detection, switching events);

	(f) Confirmation of glare, skyglow, and light spill management measures to be implemented; (g) Confirmation of illuminance and boundary spill light levels; and (h) The location and illuminated area of any illuminated signs visible from outside the Site. *Advice Note: Due to the staged nature of the construction works, not all matters listed in Condition 61(3) will be applicable for all development stages. Requirement (3)(a) seeks to provide clarification of which matters listed in Condition 61(3) are required to be implemented for each development stage.*
62.	The lighting infrastructure at 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.
63.	The colour temperature of lighting at the Southern Link Inland Port must comprise: (a) ≤4000K within container handling and yard areas; and (b) ≤3000K in roadways and circulation routes, and all other areas of the site.
64.	1. Lighting along the western, northern, and eastern site boundaries must be designed, located, shielded and controlled such that light spill does not exceed 3 lux (measured at 1.5m above ground level) beyond the site boundary. 2. Lighting along the southern acoustic wall (parallel to Whakaehu (Silver Stream)) must be designed, located, shielded and controlled such that light spill does not exceed 3 lux (measured at 1.5 m above ground level) beyond the site boundary.

	Advice Note: As the southern acoustic wall is set back from the southern site boundary, the implementation of Condition 64(2) will ensure that any light spill along the southern site boundary is less than 3 lux.
65.	All exterior lighting (including streetlights) within the Southern Link Inland Port must be flat glass with zero upward component and installed without tilt.
66.	Lighting of the Southern Link Inland Port rail siding must be in accordance with KiwiRail lighting standards and guidance (including but not limited to *E-ST-EL-0131 Rail Yard Lighting*).
67.	The buildings within the Southern Link Inland Port must not have transparent or translucent facades, excluding windows.
67A	Any street lighting required 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, have luminaires with a correlated colour temperature not exceeding 3000 K and minimise unnecessary light spill and upward light through appropriate luminaire selection, orientation and shielding, while achieving applicable road-safety lighting requirements.
67B	1. Prior to the commencement of operation of each development stage a lighting test must be undertaken by a Suitably Qualified and Experienced Person(s) 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

68.	1. The Consent Holder must engage a Suitably Qualified and Experienced Person(s) to prepare a Landscape Management Plan.

	The Landscape Management Plan must be provided to the Dunedin City Council for certification in accordance with Condition 4 of this consent. 2. The objective of the Landscape Management Plan is to ensure a landscape planting outcome that: (a) Enhances the landscape values and natural character of Whakaehu (Silver Stream); (b) Filters or screens views to the development from the surrounding rural area; (c) Assists to give effect to the Lizard Management Plan that forms part of obligations under the Wildlife Act with respect to lizards insofar as that plan relates to land within the subject site; (d) Assists with the appropriate management of cultural landscape effects; and (e) Optimises the potential for low-impact stormwater management devices to enhance landscape values and natural character.
69.	1. The Landscape Management Plan must be prepared in general accordance with the Landscape Concept Plan included as Appendix C, and must include: (a) Scaled Landscape Plan(s) that shows the location and extent of all existing vegetation to be retained, vegetation to be removed, and proposed plantings; (b) Plant Lists for all of the proposed planting mixes that lists: i. The species; ii. Plant grades; iii. Proposed plant spacing (density); iv. Proposed plant size; v. Proposed percentage mixes of species for each mix; and vi. Plant height at maturity; (c) A Landscape Implementation and Maintenance Plan addressing: i. Site preparation; ii. Planting; iii. Requirements for exotic plant removal and infill planting in the Whakaehu (Silver Stream) corridor;

	iv. Landscape maintenance obligations (including monitoring processes, weed and pest control, and replacement planting);and v. The timing of perimeter planting for each stage to be implemented no later than the first planting season following completion of earthworks for each stage. *Advice Note: The implementation of the Landscape Management Plan must not interfere with the screening functionalities of the existing trees located along the northern bank of Whakaehu (Silver Stream), or the flow functionalities of Whakaehu (Silver Stream).*
70.	Taking into account stormwater system and other operational requirements, the Landscape Management Plan must include the consideration of: (a) The potential for mass planting of swales and the dry pond with locally appropriate, eco sourced, low native grasses, where it is practicable to do so; and (b) The potential to retain existing mature specimen trees in the north eastern corner of the site (near the truck parking area and main entrance as shown on Landscape Concept Plan in Appendix C) to provide visual mitigation of the warehouse buildings from the nearby residents and users on Dukes Road North.
71.	1. The Landscape Management Plan species lists must be developed in consultation with the Kaitiaki Advisory Group, to ensure locally appropriate species mixes that: (a) Promote indigenous plant diversity; (b) Provide for lizard habitat; and (c) Screen or filter views to the site (including acoustic barriers) from the surrounding area. 2. All indigenous plants in the Landscape Management Plan must be eco-sourced.
71A	The Consent Holder must maintain the existing and proposed plantings in the Landscape Management Plan for the duration of the operation of the Southern Link Inland Port.

NEIGHBOUR MITIGATION

71B	1. At least two months prior to the commencement of the construction of the Project, the Consent Holder must commence consulting with the owners of the below listed sites (the identified properties) and offer to develop and implement a Neighbour Mitigation Plan designed to mitigate: (a) For 54 Rutherford Road, visual effects and light spill effects associated with the Southern Link Inland Port on the dwelling located at this property; and (b) For 273 Dukes Road North, the following effects associated with the Southern Link Inland Port on the Stud Manager's Residence located at this property, as identified on the plan attached as Appendix E to these conditions: i. Noise effects associated with road traffic noise on Dukes Road North; ii. Light spill effects; and iii. Visual effects; and (c) For White Robe Lodge Thoroughbred Stud operations at 273 Dukes Road North, noise effects associated with the operation of the Southern Link Inland Port on the foaling unit and foaling yard located adjacent to the Stud Manager's Residence at this property, as identified on the plan attached as Appendix E to these conditions. 2. The Neighbour Mitigation Plan will be limited to: (a) In the case of the dwellings at 54 Rutherford Road and 273 Dukes Road North (identified as the Stud Manager's Residence on the plan attached as Appendix E to these conditions), the implementation of landscaping to address visual effects and/or the provision of blackout blinds or other suitable methods to address light spill from the Southern Link Inland Port; (b) In the case of the Stud Manager's Residence at 273 Dukes Road North (as identified on the plan attached as Appendix E to these conditions), the acoustic insulation of the dwelling to meet Performance Standard 9.3.1(5) of the Dunedin City Second

	Generation Plan in effect at the date of issue of this consent relating to acoustic insulation to ensure road traffic noise does not exceed 40dB LAeq (24hr) inside all habitable rooms of the dwelling; and (c) In the case of the foaling unit and foaling yard operated by White Robe Lodge Thoroughbred Stud at 273 Dukes Road North, as identified on the plan attached as Appendix E to these conditions, the provision of acoustic treatment of the foaling unit and acoustic fencing surrounding the yard, to minimise noise effects on foaling operations within this area. 3. If: (a) The owner of the identified property agrees to the measures set out within the Neighbour Mitigation Plan (or other mitigation); or (b) The owner of the identified property does not wish to consult with the Consent Holder; or (c) The owner of the identified property does not agree to the proposed mitigation outlined in the Neighbour Mitigation Plan (or other mitigation); then The Consent Holder is not required to otherwise mitigate the effects of noise (Stud Manager's Residence and foaling unit or foaling yard at 273 Dukes Road North), light spill or visual effects (Stud Manager's Residence and 54 Rutherford Road) of the Project on the dwelling or foaling operations on the identified property. 4. Where 3(a) applies, the Consent Holder must implement the agreed measures within three months of agreement being reached with the owner of the identified property or according to such other timeframe as might be agreed with that owner. In the case of noise insulation at the Stud Manager's Residence and the foaling unit and foaling yard at 273 Dukes Road North, prior to Stage 2 of the Southern Link Inland Port being operational, or earlier at the request of White Robe Lodge Thoroughbred Stud. 5. Subject to any privacy requirements, the Consent Holder must:

	(a) Provide the Dunedin City Council with a report summarising the consultation undertaken with each identified property owner and any amenity effects mitigation agreed to; and (b) Outline why any affected owner(s) did not agree to any proposed amenity effects mitigation, if that is the case. 6. The summary report must be provided to the Dunedin City Council within 3 months following the implementation required by Condition 71B(4), or within 6 months of construction commencing if the owner of the identified property(ies) declines the mitigation offer.

TRANSPORT / ROADING

72.	1. 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 submitted to the Dunedin City Council Transport Group via email to rcmonitoring@dcc.govt.nz for verification that the design is consistent with the relevant Dunedin City Council roading standards at least 20 working days prior to the commencement of any transport related works on the site or on the surrounding transport network for development Stage 1 of the Southern Link Inland Port. The detailed engineering and design plans must be in general accordance with that shown on the plan titled 'Roading & Pavements Layout Plan Entranceways - 310206525-STN-00-210-DR-CI-070050' prepared by Stantec, along with any changes made to the preliminary / concept level design plans as necessary as a result of detailed design. 2. Detailed engineering and design plans and drawings for internal roading necessary to establish the Southern Link Inland Port must be submitted to the Dunedin City Council via email to rcmonitoring@dcc.govt.nz for verification that the design is consistent with the relevant Dunedin City Council Code of Subdivision and Development standards at least 20 working days

	prior to any internal roading construction works commencing for each development stage. The detailed engineering and design plans must be in general accordance with that shown on the following Stantec plans: (a) Roading Plan Overall – 310206525-STN-00-210-DR-CI-070011; (b) Roading Plan Sheet 01 of 08 - 310206525-STN-00-210-DR-CI-070012; (c) Roading Plan Sheet 02 of 08 - 310206525-STN-00-210-DR-CI-070013; (d) Roading Plan Sheet 03 of 08 - 310206525-STN-00-210-DR-CI-070014; (e) Roading Plan Sheet 04 of 08 - 310206525-STN-00-210-DR-CI-070015; (f) Roading Plan Sheet 05 of 08 - 310206525-STN-00-210-DR-CI-070016; (g) Roading Plan Sheet 06 of 08 - 310206525-STN-00-210-DR-CI-070017; (h) Roading Plan Sheet 07 of 08 - 310206525-STN-00-210-DR-CI-070018; (i) Roading Plan Sheet 08 of 08 - 310206525-STN-00-210-DR-CI-070019; and (j) Proposed Footpath - 310206525-STN-00-210-SK-CI-S. 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 required by (1) and (2) must include (where relevant) but not be limited to: (a) Confirmation of how the internal roading will be implemented in stages to match the development of the site; (b) 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); (c) Identification of how the main and secondary accesses will alter the existing road reserve on Dukes Road North, including the widening of a section of Dukes Road North to accommodate the creation of a full right-turn bay in length into the main access to the Southern Link Inland Port site that provides for a minimum of 56m of queuing space for two B-Train vehicles; (d) 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); (e) 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); (f) Road signs and road markings within the Southern Link Inland Port site, and in the surrounding transport network; (g) Street lighting infrastructure design, including street lighting between Stedman Road and the main site entrance; and (h) Provision for the construction of a suitable footpath that provides pedestrian access between the Site entrance to the frontage of Stedman Road in general accordance with 2(j) above. This footpath must be constructed by the Consent Holder at a future date to coincide with the Dunedin City Council constructing a footpath along Stedman Road to provide pedestrian access along Stedman Road from residential zoned land in Mosgiel. *Advice Note:* 1. *Due to the staged nature of the construction works, not all matters listed in Condition 72(3) will be applicable for all development stages. Requirement (3)(a) seeks to provide clarification of which*

	matters listed in Condition 72(3) are required to be implemented for each development stage. 2. *The final design of the rail crossing shown on the plan 'Proposed Footpath - 310206525-STN-00-210-SK-CI-S' must be verified by KiwiRail to confirm compliance with KiwiRail's relevant rail crossing standards. Construction of this rail crossing is subject to KiwiRail approval that the design meets those standards. The Dunedin City Council's verification role of this plan under Condition 72(2) does not apply to the rail crossing.*
73.	The operational transport / roading aspects of the Southern Link Inland Port must be constructed in general accordance with the verified detailed design plans and drawings submitted in accordance with Condition 72 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.
73A	Within three months of completion of the construction of the footpath along the section of the site frontage on Dukes Road North required in accordance with Condition 72(3)(h), the Consent Holder must, at its cost, register an easement in gross in favour of Dunedin City Council over a 2m width as identified on the plan attached as Appendix F to these conditions to permit public pedestrian access to the constructed portion of the footpath, and future proof access to the section to the east of the Site entrance. Evidence of registration must be provided to Dunedin City Council once completed.
74.	1. Upon completion of the upgrade of Dukes Road North in accordance with Condition 72(1), the upgrade must be tested to demonstrate that they meet the acceptance requirements of the DCC Code of Subdivision and Development. 2. 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 to rcmonitoring@dcc.govt.nz

75.	1. Any damage to any part of the 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. 2. The Consent Holder 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 DCC Code of Subdivision and Development.
75A	1. The Consent Holder must extend the right turn bay pocket at the intersection of State Highway 87 and Dukes Road North by amending the road marking to accommodate a heavy commercial vehicle in general accordance with the plan attached as Appendix D to these conditions. The amendments to the existing right turn bay pocket are limited to removing the no longer relevant sections of the existing road marking and applying new road marking in accordance with the plan attached as Appendix D to provide for: a) A minimum 20m long right turn bay pocket; and b) A minimum 3.5m wide right turn bay pocket. 2. The Consent Holder must submit the final design plans for the intersection to New Zealand Transport Agency for verification that it meets the New Zealand Transport Agency's Traffic Control Devices Manual Part 4 (Intersections) October 2024, Section 15 (including Figure 15.5 "Markings for right turn bays in rural areas". The Consent Holder must submit a copy of the New Zealand Transport Agency's written verification of the final design plans to the Dunedin City Council. 3. The Consent Holder must undertake the amendments to the road marking to the intersection required by (1) prior to the commencement of construction of the Southern Link Inland Port. *Advice Note:* *Before the Consent Holder or its contractors undertake any physical work on the state highway, it is legally required to apply to the New Zealand Transport Agency (NZTA) for a Corridor Access Request (CAR) as well as a Traffic Management Plan (TMP) and for these to be approved. Please submit your CAR to the NZTA CAR Manager via www.submitica.com and TMP to the Roading Controlling Authority Temporary Traffic Management Centre (RTTMC) (via Login – myWorksites) a minimum of*

	fifteen working days prior to the commencement of any works on the state highway; longer is advised for complex works.
75B	1. Upon the commencement of the operation of Stage 1 of the Southern Link Inland Port, the Consent Holder must monitor the number of Heavy Commercial Vehicles (HCV) entering and exiting the site. Monitoring of HCV movements at the site must continue for the duration of the operation of the Southern Link Inland Port. For the purposes of this condition, one HCV movement is one arrival at, or one departure from, the site. 2. The Consent Holder must prepare an annual report that provides a summary of the monitoring of HCV movements required by 75B(1) in the preceding year. The report must include: (a) A list of HCV arrivals, and departures to and from the site for the preceding 12 months, including by date and hour; (b) A graph showing the daily total of HCV movements at the site for the preceding 12 months; (c) A graph showing the average hourly HCV movements at the site by weekday and weekend in the preceding 12 months; and (d) Confirmation of the total number of HCV arrival and departure movements at the site in the preceding 12 months. 3. The Consent Holder must provide the annual report to the Dunedin City Council and New Zealand Transport Agency within one month of the completion of the first year of the operation of Stage 1, and on an annual basis thereafter. Advice Note: *The Consent Holder is to provide, with each annual report, the data used to prepare the list, graphs and totals required by Condition 75B(2) in a digital format such as, Microsoft Excel (.xlsx) or comma-separated values (.csv) if requested by the Dunedin City Council.*

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 the minimum size requirements detailed in Rule 6.6.1.1 of the Second Generation District Plan in effect at the date of this consent.
78.	On-site loading bays must be provided in accordance with the minimum size requirements detailed in AS 2890.2:2018.
79.	All on-site access, parking, and manoeuvring areas must be formed, drained, and sealed, and thereafter maintained in a permanent dust-free all-weather surface.
80.	Vehicle parking spaces must be delineated with white painted lines. Accessible parking bays must be delineated with yellow painted lines and have signage in accordance with NZS 4121:2001 requirements.
80A	The parking and loading areas within the site must be illuminated to a minimum maintained level of 2 lux, with high uniformity, during the hours of operation.

RAIL SIDING AND MOVEMENTS

81.	1. Detailed design plans and drawings for the rail siding must be provided to the Dunedin City Council via email to rcmonitoring@dcc.govt.nz at least 20 working days prior to any construction works commencing on the rail siding. 2. The detailed design plans and drawings must include geometric details, drainage design, pavement design details, and safety features to meet Dunedin City Council and KiwiRail infrastructure design standards. 3. The detailed design drawings must include but not be limited to: (a) Rail siding layout and dimensions;

	(b) Lighting and bell assemblies; (c) Signage details; (d) Fencing details; (e) A vegetation management plan; and (f) Confirmation from KiwiRail of the acceptance of the proposed rail siding design.
82.	The rail siding must be constructed and operational within twelve months of the commencement of Stage 1 operations on the Site.
83	Not used

SIGNAGE

84.	Illuminated signage must be lit from above using flat glass fittings with zero upward component, and no tilt.
85.	The colour temperature of illuminated signage must be ≤3000K.
86.	1. Illumination of operational and wayfinding signage must not utilise flashing or rapid transitions. 2. Any changes in luminance of operational and wayfinding signage must be slow, unless required for safety operational purposes when lighting must be low intensity, shielded, and directed to minimise visibility beyond the operational area.
86A	1. Signs at the Southern Link Inland Port must be limited to signs that identify the Site and its occupants, and signs for operational, safety, regulatory and wayfinding purposes. Advertising and promotional signs are not authorised by this consent. 2. Signs must not be digital or internally illuminated, except illuminated safety, warning and traffic signals.

	3. Any sign visible from Dukes Road North or Stedman Road must comply with Rule 6.7.3 of the Dunedin City Second Generation District Plan in effect at the date of issue of this consent.

ECOLOGY

87.	Prior to the commencement of construction activities, the Consent Holder must engage a Suitably Qualified and Experienced Person to undertake suitable monitoring along the stream edge and bank of Whakaehu (Silver Stream) for the purpose of: (a) Identifying and monitoring the use of riparian vegetation in this area by Threatened and At Risk avifauna species; (b) Providing a greater understanding of the number and types of species utilising the Whakaehu (Silver Stream) riparian vegetation prior to the commencement of the Southern Link Inland Port works; and (c) Providing a comparative understanding of the number and types of species utilising the Whakaehu (Silver Stream) riparian vegetation once the Southern Link Inland Port is operational.
88.	Monitoring required by Condition 87 must occur for one year during the first year of construction (covering all four seasons), and one year during the first year of operation (covering all four seasons). Monitoring activities are to be undertaken by a suitably qualified and experienced professional.
89.	The findings of the riparian vegetation monitoring required by Conditions 87 and 88 must be provided to the Dunedin City Council in a Whakaehu (Silver Stream) Monitoring Report within two calendar months of the completion of the monitoring via email to rcmonitoring@dcc.govt.nz. *Advice Note: The Whakaehu (Silver Stream) Monitoring Report may be prepared in conjunction with any other Whakaehu (Silver Stream)*

	Monitoring Report prepared in accordance with any consent requirements applying to the Southern Link Inland Port.
90.	If the riparian vegetation monitoring required by Condition 88 determines that there has been a change in the behaviour or use of riparian vegetation along the stream edge and bank of Whakaehu (Silver Stream) by Threatened and At Risk avifauna species as a result of the Southern Link Inland Port compared to the pre-construction baseline monitoring required by Condition 87, the Consent Holder must undertake restoration planting along a length of stream proportional to the level of effect determined from the monitoring, located at a suitable site within the same Ecological District. Confirmation of the following matters is to be provided in the Whakaehu (Silver Stream) Monitoring Report required by Condition 89: (a) Location of the suitable site; (b) Timing for the commencement and completion of planting; (c) Species to be planted, spacings, and height of plants to be established; and (d) Monitoring requirements and methods to ensure the successful establishment and growth of plants until canopy closure is confirmed.
91.	Any restoration planting required by Condition 90 must be maintained by the Consent Holder until greater than 90% native cover is achieved in the area of restoration planting.
92.	The Consent Holder must engage a Suitably Qualified and Experienced Person to prepare a Lizard Management Plan (LMP). The objective of the Lizard Management Plan is to set out the measures to avoid, remedy or mitigate the adverse effects of the construction of the Southern Link Inland Port on indigenous lizards. The Lizard Management Plan must be provided to the Dunedin City Council for information at least 20 working days prior to the commencement of construction and include: (a) Details of lizard salvage and transfer methodology;

	(b) Identification of areas where lizard salvage must be undertaken; (c) Timing of lizard salvage; (d) Methodology for the handling and release of lizards; (e) The identification of appropriate release sites, and a description of the measures to enhance the habitat quality of the identified relocation sites for lizards, including habitat enhancement and pest animal control; (f) Post-release monitoring requirements; (g) Reporting requirements; and (h) Consent Holder roles and responsibilities for implementing the LMP. *Advice Note: The Lizard Management Plan will be certified by the Department of Conservation as part of the Wildlife Act Authority that will be obtained for the salvage and relocation of lizards.*
93.	If any removal of vegetation greater than 1 m in height is to occur during the avifauna breeding season (August to March), an avifauna survey must be completed within five days prior to the planned vegetation removal to identify if there are any nesting sites present within the vegetation. If the survey(s) identify nesting birds, the vegetation removal must not commence until fledglings have left the nest(s).
94.	If earthworks occur during the South Island oystercatcher breeding season (August to February), an avifauna survey of the area of earthworks must be completed within five days prior to the planned earthworks to identify if there are any nesting sites present. If the survey(s) identify nesting birds, the earthworks must not commence until fledglings have left the nest(s), or earthworks may proceed outside of a buffer (as approved by a suitably qualified and experienced professional) around the nest(s).
95.	The Consent Holder must engage a Suitably Qualified and Experienced Person to prepare and implement a Biosecurity Management Plan in accordance with best practice standards and with Ministry for Primary Industries requirements. The objective of the Biosecurity Management

	Plan is to address the prevention, detection, and control of biosecurity threats during the operation of the Southern Link Inland Port. The Biosecurity Management Plan must include: (a) Appropriate measures to avoid the introduction of invasive species into the Southern Link Inland Port; (b) Monitoring and response protocols; and Any other specific measures identified to manage specific pest plant or animal species entering the Southern Link Inland Port. A copy of the Biosecurity Plan must be made available to the Dunedin City Council at least 5 working days prior to the commencement of the operation of the Southern Link Inland Port.
96.	The Consent Holder must engage a Suitably Qualified and Experienced Person to prepare a Predator Control and Waste Management Plan for the Southern Link Inland Port. The objective of the Predator Control and Waste Management Plan is to outline the measures to manage predators and waste at the Southern Link Inland Port, with the purpose of minimising potential presence of unwanted species and pests. The Predator Control and Waste Management Plan must include: (a) Measures to manage feral cats, possums, mustelids and rodents on the site; (b) Measures to ensure all waste materials are securely stored within the site; (c) Specification of trap types and use of bait, including identification of trap locations; (d) Maintenance and monitoring schedule; and (e) Reporting requirements. The Consent Holder must provide the Plan to the Dunedin City Council via email to rcmonitoring@dcc.govt.nz at least 20 working days prior to the commencement of construction.
97.	1. A Wildlife Hazard Management Plan must be provided to the Dunedin City Council for certification via email to

	rcmonitoring@dcc.govt.nz in accordance with Condition 4 of this consent. 2. The Wildlife Hazard Management Plan must assess the risk of hazards to wildlife resulting from the construction and operation of the Southern Link Inland Port and identify appropriate controls and measures to be implemented to reduce or mitigate those risks. 3. The Wildlife Hazard Management Plan must be prepared by a suitably qualified and experienced professional.
98.	The Wildlife Hazard Management Plan must include but not be limited to: (a) Detailed content and performance indicators of a bird monitoring and management programme which seeks to ensure bird strike rates associated with the Taieri Aerodrome do not increase with the construction and operation of the Southern Link Inland Port; (b) Detailed content and performance indicators of bird deterrent measures which are to be implemented on buildings and structures to decrease roosting and perching opportunities within the site; and (c) The process for identifying further actions required should bird monitoring identify that deterrent measures aren't operating effectively.

AVIATION

99.	The Consent Holder must ensure an open space area (such as the area shown in **Appendix B**), is provided at the Southern Link Inland Port to provide a space for aircraft in the event of engine failure and the need for a forced landing. If an agreement is made between the operator of the Taieri Aerodrome and the Consent Holder for the open space area to be smaller than that shown in **Appendix B**, the Dunedin City Council is to be notified and

	provided evidence of such an agreement, via email to rcmonitoring@dcc.govt.nz.
100.	1. Within three calendar months of the commencement of this consent the Consent Holder must invite the operator of the Taieri Aerodrome to establish a Southern Link Inland Port Aviation Safety Consultation Committee. 2. The purpose of the committee is to review any aviation safety issues associated with the construction and operation of the Southern Link Inland Port. 3. If the operator of the Taieri Aerodrome agrees to the formation of the committee, the committee must meet at a frequency agreed to by both the Consent Holder and the operator of the Taieri Aerodrome.
101.	At the end of each calendar year, the Consent Holder must prepare an Aviation Safety Consultation Report summarising any aviation safety issues which have been discussed, resolved, or which are currently being resolved by the committee and submit a copy of the report to the Dunedin City Council for their information, upon request.

COMPLAINTS

102.	Any complaints received by the Consent Holder as a result of any of the activities authorised by this consent must be investigated, and response actions considered and implemented as necessary to reduce the likelihood of further complaints regarding the same or similar matters. All complaints are to be recorded by the Consent Holder in the form of a written complaints register. The information recorded must include: (a) The date, time, and nature of the complaint; (b) Name, phone number, and address of the complainant unless the complainant wishes to remain anonymous; (c) Steps taken by the Consent Holder to investigate the complaint;

	(d) Actions taken by the Consent Holder, if appropriate, to remedy the matters identified in the complaint; (e) Any equipment failure and remedial action taken; (f) The weather conditions at the time, including wind direction, wind strength, and temperature; and (g) Date and name of the person making the entry. A copy of the complaints register must be made available to the Dunedin City Council within 48 hours of any request from the Council.

REVIEW OF CONDITIONS

103.	Under section 128 of the Resource Management Act 1991 the conditions of this consent may be reviewed by the Dunedin City Council at the Consent Holder's cost one year after the commencement of the operation of the Southern Link Inland Port, and thereafter at annual intervals to deal with any adverse effect on the environment which may arise from the exercise of this consent.

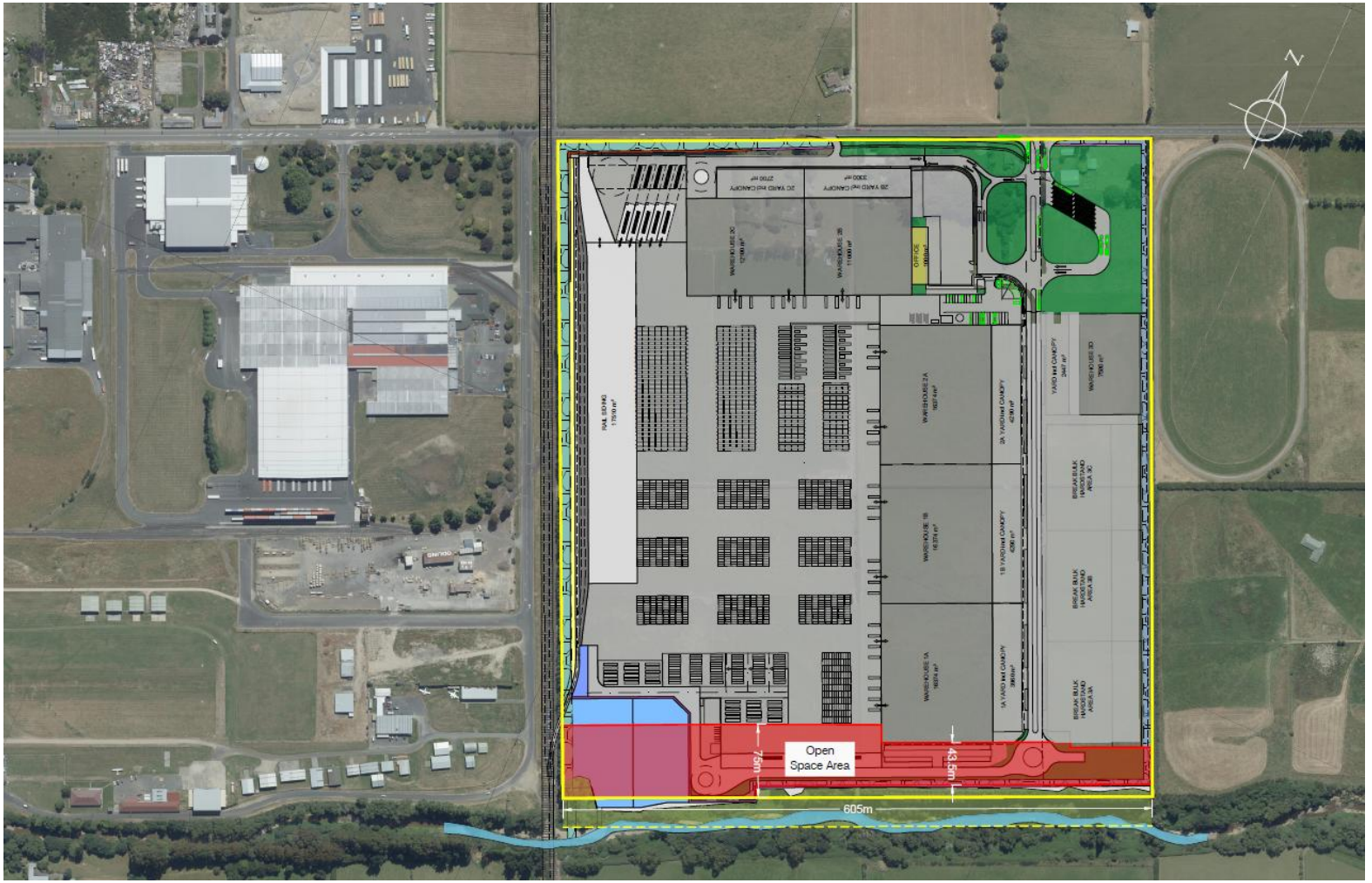
APPENDIX A

Remedial Action Sites - Areas A, B, and C



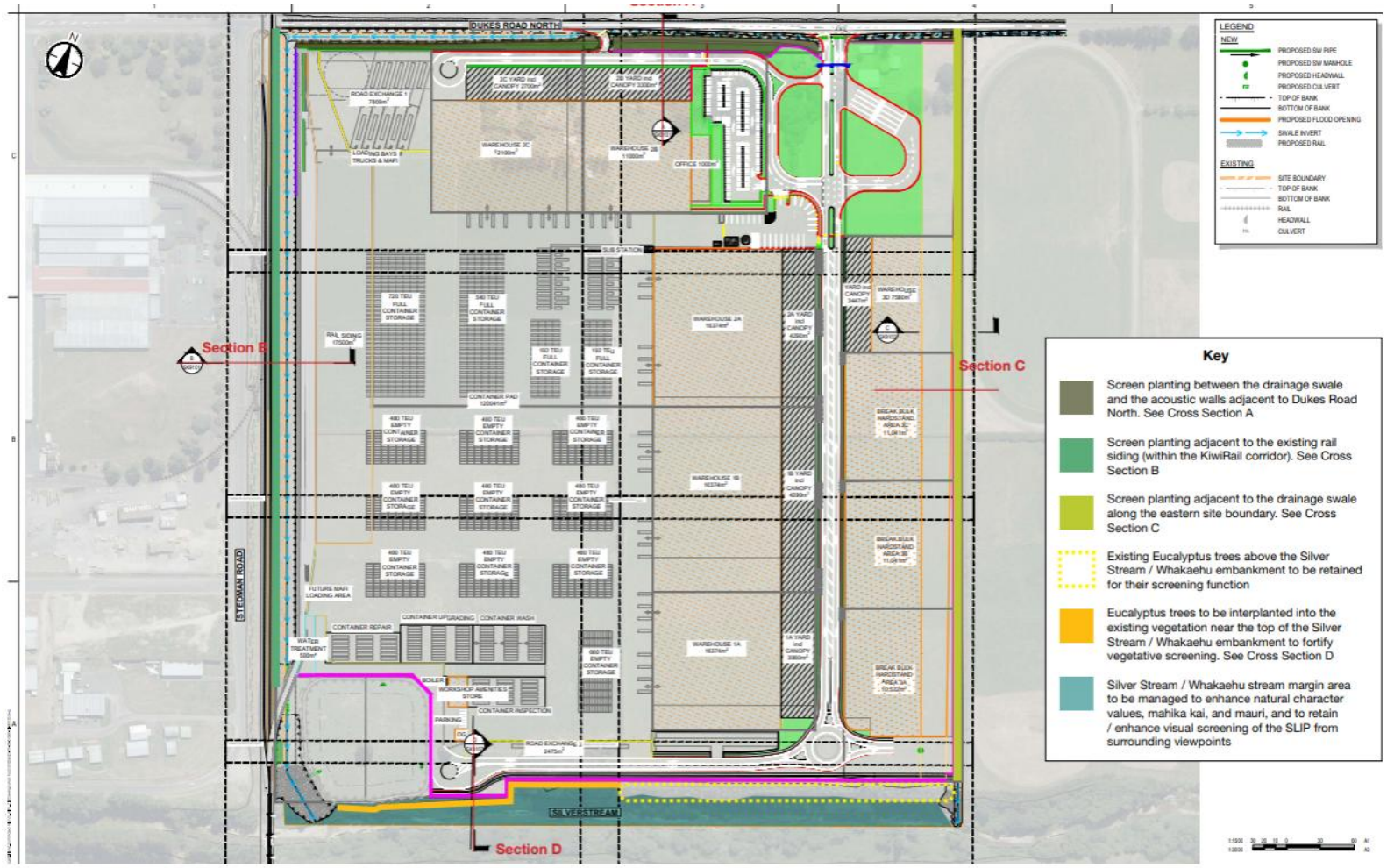
APPENDIX B

Aviation – Open Space Area



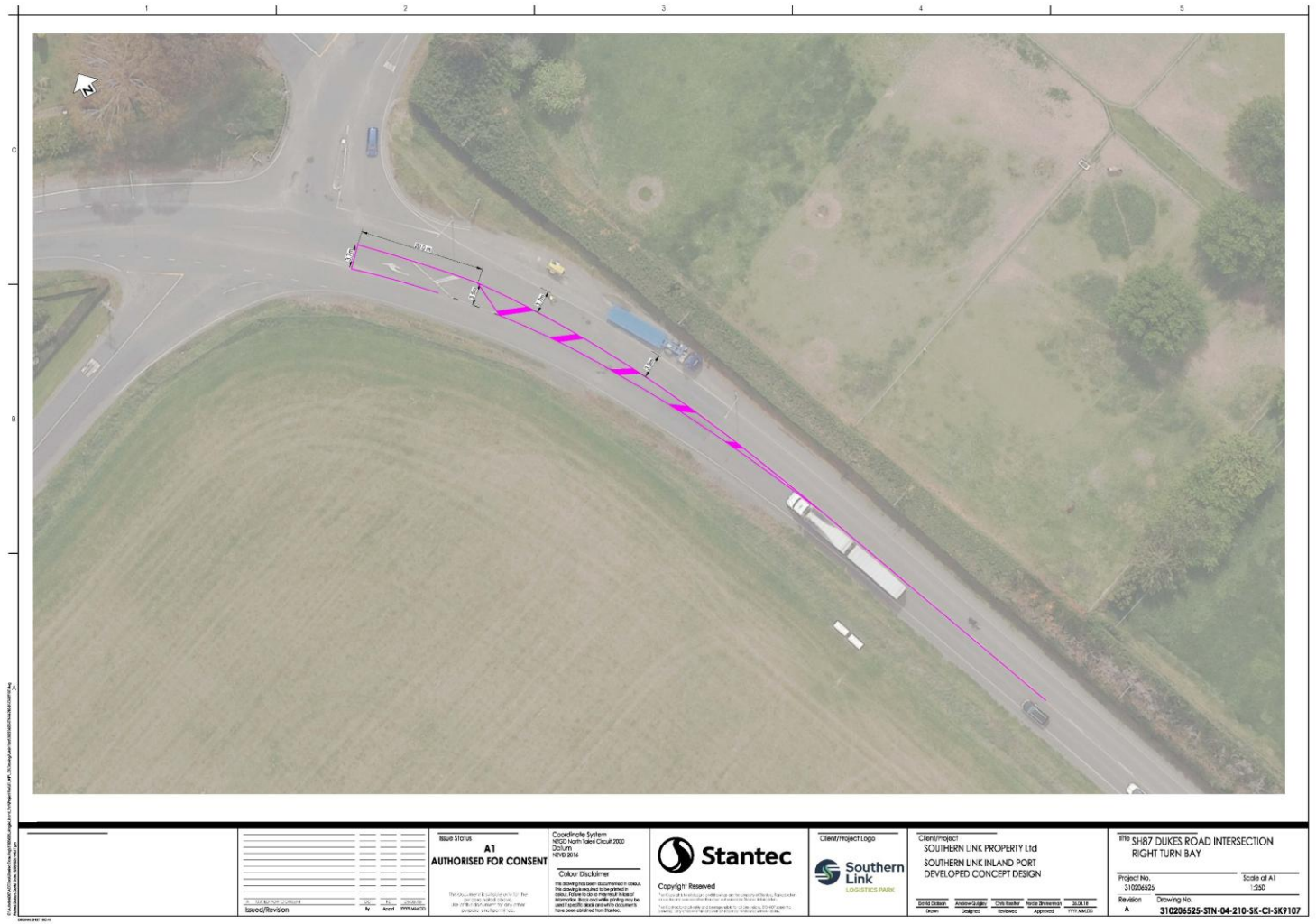
APPENDIX C

Landscape Plan



APPENDIX D

Upgrades to the road marking at the State Highway 87 and Dukes Road North intersection



APPENDIX E

Location of the Stud Manager's Residence and the Foaling Unit and Foaling Yard at 273 Dukes Road North (outlined in red)



APPENDIX F

Indicative location of the 2m wide easement that will be registered in favour of the Dunedin City Council to provide public access along the Dukes Road North footpath (identified in yellow)

