

Your Comment on the Ohinewai Foam Factory

All sections of this form with an asterisk (*) are mandatory.

1. Contact Details

Please ensure that you have authority to comment on the application on behalf of those named on this form.

Organisation name (if relevant)	Waka Kotahi NZ Transport Agency		
*First name			
*Last name			
Postal address	PO Box 973, Waikato Mail Centre, Hamilton 3240.		
*Home phone / Mobile phone	021924878	*Work phone	09 9288756
*Email (a valid email address enables us to communicate efficiently with you)	Mike.wood@nzta.govt.nz EnvironmentalPlanning@nzta.govt.nz		

2. *We will email you draft conditions of consent for your comment about this application

<input checked="" type="checkbox"/>	I can receive emails and my email address is correct	<input type="checkbox"/>	I cannot receive emails and my postal address is correct
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3. Please provide your comments on this application

If you need more space, please attach additional pages. Please include your name, page numbers and the project name on the additional pages

Please see accompanying letter and conditions document.

18 June 2021

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Environmental Protection Agency
Expert Consenting Panel – Fast Track Consenting
Ohinewai Foam Factory

Via email - foamfactory.fasttrack@epa.govt.nz

Dear Sir/Madam,

Waka Kotahi NZ Transport Agency (Waka Kotahi) Comments on the Ohinewai Foam Factory Fast Track Application

Summary

Thank you for the opportunity to comment on the application by Ambury Properties Limited (the applicant) under the COVID-19 Recovery (Fast-track Consenting) Act 2020 (the Act) for resource consent for the Ohinewai foam factory development (the project).

We understand that the project proposed by the applicant includes the construction and operation of the Sleepyhead Foam Factory (the "Foam Factory") and rail siding and connection to the North Island Main Trunk Railway (NIMT). Access for the construction and operation of the Foam Factory will be (in part) from the Waikato Expressway, Ohinewai Interchange (State Highway 1).

Waka Kotahi has considered the proposal and is generally supportive, subject to the conditions below being included as part of the consent (or similar, to the same effect). These conditions, which have for the most part been offered up by the applicant, relate to addressing safety and maintenance of the Ohinewai Interchange.

Waka Kotahi officers have also met with the applicant's consultants to provide feedback on the proposal. This has resulted in a revised set of conditions (Version 2, 14 June 2021) prepared by the applicant. We support conditions 21, 24, 27 and 35 which are directly relevant to Waka Kotahi. However, we also request that a new condition is included to address wear and tear from heavy commercial vehicles (HCV) during the construction phase on the Ohinewai Interchange. This condition is not agreed by the applicant.

The application material refers to the installation of an advertising sign to be viewed from the Waikato Expressway. At the current time, Waka Kotahi has advised the applicant that this sign should be located on the northern façade of Building 2 for safety reasons. Further information has been requested from the applicant to assist Waka Kotahi in making a final decision on this matter.

1.0 Ohinewai Interchange (SH1)

The volume of HCV using the Ohinewai Interchange will increase; particularly during the construction phase of this project. To reduce the potential conflict between HCV and other road users (in particular cyclists) on the Ohinewai Interchange, we support condition 35 as included in the revised set of conditions (Version 2, 14 June 2021) -

Road Safety conditions

35 *The following safety improvement works are to be implemented prior to commissioning of the Foam Factory operation. The improvement works shall be designed and constructed in accordance with the relevant District*

Plan and Waka Kotahi NZ Transport Agency design requirements, including the RITS standards. No works shall commence without Waka Kotahi and WDC engineering design approval.

- a. *Installation of an electronic warning sign on the SH1 southbound off-ramp which is activated by an approaching vehicle travelling above a specific speed. The sign will activate to alert an approaching driver to the presence of the stop-controlled intersection. The minimum speed at which the sign lights up would be based on the distance and reduced time available to safely decelerate to a stop at the stop line.*
- b. *Installation of static cyclists warning signs on the Tahuna Road approaches to the SH1 and rail overbridges, as well as on the off-ramps of the Interchange.*
- c. *Vegetation is to be removed on both sides of the southbound off-ramp where sight distance to Tahuna Road is obstructed.*
- d. *Relocating the stop line from current position to 1.0 m from the continuity edgeline – (rural).*

These conditions will require works/activities to be undertaken within the State Highway corridor so temporary traffic management plans (TMP) will be required to be submitted to Waka Kotahi for approval. Proposed condition 27 (Version 2, 14 June 2021) is therefore supported -

- 27 *If the temporary traffic management measures extend on to the state highway and/or portions of the Interchange controlled and managed by Waka Kotahi, a separate TMP shall be prepared and submitted to Waka Kotahi for approval. No works shall commence without Waka Kotahi approval of the TMP required for roads, bridges, and/or interchange ramps that form part of the state highway network.*

Road Maintenance conditions

We have advised the applicant that it is not clear from the application material how Waka Kotahi will be engaged through the Construction Traffic Management Plan (CTMP) process during the construction phase of the project. We consider that our input into the CTMP is necessary to ensure that we:

- (i) Have an opportunity to raise concerns that may arise from road users during the construction period; and
- (ii) Have an opportunity to seek repairs (should this occur) to damage caused by the increase in HCV that will occur on the Ohinewai Interchange during the construction period.

Revised condition 21 (a) (Version 2, 14 June 2021) addresses our concern in part.

Construction Traffic Management Plan

21. *A Construction Traffic Management Plan (CTMP) must be submitted to Waikato District Council at least 5 days prior to works commencing on site. The CTMP shall be based on the draft submitted as part of the application. The CTMP shall also include the following:*
- (a) *Evidence that Waka Kotahi NZ Transport Agency has been notified of the proposed commencement of works and how their feedback has been accounted for as appropriate.*

However, in relation to item (ii) (road repairs), we still retain a concern that there is no mechanism to address damage to the Ohinewai Interchange. We understand that a similar mechanism (for rectifying road damage) is in place for Tahuna Road (see page 209 of the ITA) and we consider that this needs to be extended to the Ohinewai Interchange. At the current time there are no funded pavement rehabilitation or the type of work that would strengthen or prolong the life of the pavement on the Ohinewai Interchange should the increased HCV usage during the construction period damage the Interchange. Waka Kotahi requires the consent to include a mechanism to ensure that the Interchange is kept to a condition that customer service levels are maintained as they were prior to construction traffic commencing.

Waka Kotahi therefore seeks the following new condition to be included as part of the consent -

- (xx) *The consent holder shall undertake a pre and post construction condition survey of the Ohinewai interchange and provide the results of this to Waka Kotahi NZ Transport Agency. Any remedial work attributable to heavy commercial vehicle movements during the construction phase on Ohinewai Interchange (eg. worn intersection control markings, tracking of mud/debris on the wheels of the trucks, pavement/surfacing defects), shall be remedied by the consent holder in a timely fashion.*

This proposed condition has been inserted after condition 29 of the attached revised set of conditions (Version 2, 14 June 2021).

Waka Kotahi supports the amendment to condition 24 which addresses the need to prevent the tracking of mud and debris onto the Ohinewai Interchange during the construction period -

Transportation – Construction

24. *An automated wheel wash facility shall be installed immediately before the sealed surface of the Tahuna Road access and all trucks departing the facility shall be required to wash their tyres to prevent the tracking of mud and debris on to Council Roads and / or on to the Ohinewai Interchange.*

2.0 Signage

The application material refers to the installation of a sign (illuminated clock and sign) on the western façade of Building 2. This sign is intended to be viewed from the Waikato Expressway. At the current time we retain the concern that the positioning of the sign may cause a distraction to northbound road users on the Waikato Expressway who would have to divert their gaze further from the carriageway (than southbound users) in order to view the sign. The greater the deviation of a driver's view to the sign from the driver's intended travel path, the greater the level of traffic safety risk. Positioning the sign on the northern facade of Building 2 would reduce the deviation of the driver's view which would be a safer outcome.

Part of our concern also relates to the lack of information in the application material relating to the sign itself. To that end, we have requested the following information from the applicant to assist our assessment:

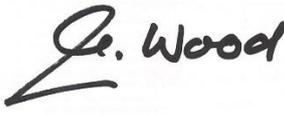
1. Confirmation of the overall dimensions of the sign and the height of the sign above ground level.
2. Font size and style for the 3 fonts illustrated and for the illuminated LCD clock; including the basis on which the font sizes have been determined.
3. Measures to control the level of illumination of the LCD clock when ambient light levels change.
4. Proposed illumination (if any) of the sign itself.
5. Confirmation that none of the elements of the sign will be reflectorized.
6. Confirmation that none of the elements of the sign (aside from the colons) will flash, rotate, or change in any other manner whatsoever unless the message on the sign is permanently changed (refer below).
7. Proposed limitations on the number of words and characters that can be displayed on the sign in the event that the message on the sign is amended.
8. Details of the measures proposed to ensure the sign is not obstructed. The reason for this being that if portions of the sign are obstructed, some road users may divert their gaze away from the highway for longer periods than otherwise in an attempt to view the obstructed portions of the sign as they travel along the highway.

Any correspondence with Waka Kotahi with regards to these conditions should be sent to mike.wood@nzta.govt.nz and EnvironmentalPlanning@nzta.govt.nz.

I trust this letter clearly outlines the NZ Transport Agency's position with respect to this proposal. If you have any queries, please do not hesitate to contact Mike Wood on 09 9288756 or mike.wood@nzta.govt.nz.

This response is the NZ Transport Agency's current view of the situation. Please note that if this application is put on hold for any length of time and resubmitted at a later date, the NZ Transport Agency's may need to review its comments in the light of any traffic, safety, planning, or policy change.

Yours sincerely

A handwritten signature in black ink that reads "Mike Wood". The signature is written in a cursive style with a large, stylized initial "M" and a long horizontal stroke at the end.

Mike Wood

Principal Planner

Environmental Planning – Transport Services

Proposed Conditions

Waikato District Council Matters – Land Use

Version 2 -14 June 2021 - DRAFT

Comments from Waka Kotahi included in this version. New condition addressing road repairs (if required) on the Ohinewai Interchange is included after condition 29.

- 1 The development shall be undertaken in general accordance with the information and plans submitted by the Consent Holder in support of application number **xxxxxx** and officially received by **xxxxx on xxxxx** 2021. Copies of the approved plans are attached. In the case of inconsistency between the application and the conditions of this consent, the conditions of consent shall prevail.

Earthworks

- 2 The hours of operation for the earthwork activities shall be:

(a) 7am to 6pm Monday to Saturday.

No earthwork activities shall be undertaken outside of these hours or occur on Sundays or public holidays.

Archaeological sites may be affected by the proposal

- 3 It is possible that unrecorded archaeological sites may be affected by the proposed work. Evidence of archaeological sites may include burnt and fire cracked stones, charcoal, rubbish heaps including shell, bone and/or glass and crockery, ditches, banks, pits, old building foundations, artefacts of Maori and European origin or human burials.

The Consent Holder is advised to immediately stop work and contact Heritage New Zealand Pouhere Taonga if the presence of an archaeological site is suspected. Work affecting archaeological sites is subject to a consenting process under the Heritage New Zealand Pouhere Taonga Act 2014. If any activity associated with this proposal, such as earthworks, fencing or landscaping, may modify or destroy any archaeological site(s), an authority (consent) from Heritage New Zealand Pouhere Taonga must be obtained for the work to proceed lawfully. The Heritage New Zealand Pouhere Taonga Act 2014 contains penalties for unauthorised site damage.

In addition to contacting Heritage New Zealand Pouhere Taonga, it is requested that you also contact Council's Monitoring Department at monitoring@waidc.govt.nz with the consent number, address of property and date of when works ceased.

Pre-Works Notification

- 4 The Consent Holder must notify the Waikato District Council Monitoring Department at least 5 working days prior to the commencement of activities associated with this consent.

Advice note:

To notify Waikato District Council Monitoring Department, email monitoring@waidc.govt.nz with the consent number, address of property and date for when the works will commence.

- 5 The consent holder must appoint a Developers Representative prior to the exercise of this resource consent who shall be the Waikato District Council's principal contact person in regard to matters relating to this resource consent. The consent holder shall inform the Waikato District Council of the representative's name and how they can be contacted, prior to this resource consent being exercised. Should that person change during the term of this resource consent, the consent holder must immediately inform the Waikato District Council and shall also give written notice to the Waikato District Council of the new representative's name and how they can be contacted.
- 6 The consent holder must arrange and conduct a pre-construction site meeting and invite, with a minimum of 5 working days' notice, the Waikato District Council, the Waikato Regional Council, the site representative(s) nominated, the contractor, and any other party representing the consent holder prior to any work authorised by this consent commencing on site.

Advice Note:

In the case that any of the invited parties, other than the site representative does not attend this meeting, the consent holder will have complied with this condition, provided the invitation requirement is met.

Construction Management Plan

- 7 The consent holder must provide the Waikato District Council with a Construction Management Plan (CMP), at least 5 working days prior to the proposed commencement of activities authorised by this consent. The objective of the CMP is to document the measures by which the consent holder intends to comply with all conditions of resource consent during the construction phase and shall include, but not be limited to, the following:
 - (a) The proposed start date of the works authorised by this resource consent;
 - (b) A schedule of construction activities;
 - (c) The commencement date and expected duration of the major cut and fill operations;
 - (d) The location of the major cut and fill operations;
 - (e) The location of topsoil stockpiles;
 - (f) The proposed construction methodology, including staging of earthworks;
 - (g) An Erosion and Sediment Control Plan (ESCP) based on the Woods ESCP provided with the application. The ESCP shall set out the proposed erosion and sediment control methodologies and practices to be implemented on site;
 - (h) A Dust Management Plan (DMP) that outlines methods and mitigation to manage dust emissions;
 - (i) A Fish Management Plan (FMP) that sets out the methods for monitoring the drain diversions and if necessary capturing and relocating fish and eels.

- (j) A Bat Management Plan (BMP) or Vegetation Removal Protocol (VRP) that will outline the requirements for the vegetation removal across the site.
- (k) If undertaking the restoration planting, a Pest and Predator Control Plan.
- (l) A Construction Noise and Vibration Management Plan.
- (m) Proposed spill prevention and response measures.
- (n) Monitoring procedures and responsibilities.
- (o) Construction Traffic Management Plan.
- (p) Methodology for certification of Stage 1B earthworks.
- (q) Detailed earthworks design plans.
- (r) Detailed design of clean water diversions confirming conveyance of upstream catchments.

- 8 The CMP must be certified in writing (email is acceptable) by the Waikato District Council acting in a technical certification capacity prior to any works authorised by this consent commencing and the consent holder shall undertake all activities authorised by this consent in accordance with the approved CMP.

Erosion and Sediment Control

- 9 At least 5 working days prior to the commencement of activities authorised by this resource consent, the consent holder shall provide the Waikato District Council with an updated “Erosion and Sediment Control Plan” (E&SCP). The E&SCP shall as a minimum be based upon and incorporate those specific principles and practices which are appropriate for the activity authorised by this consent and contained within the Waikato Regional Council document titled “*Erosion and Sediment Control – Guidelines for Soil Disturbing Activities*” (Technical Report No. 2009/02 – dated January 2009), and shall include at least the following;

- (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, including flocculation if required;
- (b) The design criteria and dimensions of all key erosion and sediment control structures;
- (c) A site plan of a suitable scale to identify;
 - i. The locations of waterways;
 - ii. The extent of soil disturbance and vegetation removal;
 - iii. Any “no go” and/or buffer areas to be maintained undisturbed adjacent to watercourses;
 - iv. Areas of cut and fill;
 - v. Locations of topsoil 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 bulk earthworks proposed;
- (e) Timetable and nature of progressive site rehabilitation and re-vegetation proposed;
- (f) Maintenance, monitoring and reporting procedures;
- (g) 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;
- (h) Procedures and timing for review and/or amendment to the E&SCP; and
- (i) Identification and contact details of personnel responsible for the operation and maintenance of all key erosion and sediment control structures.

- 10 The consent holder shall ensure that a copy of the E&SCP, including any confirmed amendments, is kept onsite and this copy is updated within 5 working days of any amendments being confirmed.
- 11 At the completion of earthworks, installed erosion and sediment control measures shall not be removed until approval is obtained from a Monitoring Officer of the Waikato District Council.
- 12 All areas of earthworks (excluding any area covered by buildings or hardstand areas) shall be revegetated to achieve 80% ground cover within 12 months of the earthworks being commenced to the satisfaction of a Monitoring Officer of the Waikato District Council.

Noise & Vibration

- 13 Construction noise shall be measured and assessed in accordance with the provisions of New Zealand Standard NZS 6803:1999 “Acoustics - Construction Noise”, and comply with the following Project Standards at any occupied building:

Time Period	Weekdays (dB)		Saturdays (dB)		Sundays and Public Holidays (dB)	
	L _{Aeq}	L _{AFmax}	L _{Aeq}	L _{AFmax}	L _{Aeq}	L _{AFmax}
06:30-07:30	55	75	45	75	45	75
07:30-18:00	70	85	70	85	55	85
18:00-06:30	45	75	45	75	45	75

- 14 Construction vibration shall be measured and assessed in accordance with German Standard DIN 4150-3:2016 “Structural Vibration – Part 3: Effects of Vibration on Structures” and shall comply with the limits in Tables 1 and 4 therein.
- 15 At least 5 working days prior to the commencement of construction, the consent holder shall submit a Construction Noise and Vibration Management Plan (CNVMP) to Council for certification. The objectives of the CNVMP are to:

- (a) Identify and adopt the Best Practicable Option (BPO) for the management of all construction noise and vibration in order to avoid, mitigate or remedy adverse effects;
- (b) Inform the duration, frequency and timing of works to manage disruption to neighbours; and
- (c) Require engagement with affected receivers and timely management of complaints.

16 The CNVMP shall include:

- (a) The relevant measures from NZS 6803:1999 "Acoustics - Construction Noise", Annex E2 "Noise management plans";
- (b) The relevant measures from DIN 4150-3:2016 "Structural vibration - Part 3 Effects of vibration on structures", Appendix B "Measures for limiting the effects of vibration";
- (c) Where construction vibration is predicted to exceed 2mm/s within an occupied dwelling, the activity shall be scheduled to take place outside occupied times, or temporary relocation of the occupants shall be considered, or permission shall be provided by the dwelling occupiers; and

17 The Consent Holder must arrange for noise measurements to be carried out by a suitably experienced and qualified acoustic expert when:

- (a) Construction work that includes equipment such as a bulldozer, compactor and articulated dump truck operates within 50m of any occupied dwelling. Measurements must be representative of a noisy period;
- (b) At the reasonable request of the Waikato District Council's Monitoring Team Leader which may be in response to any noise related complaint(s) received by Waikato District Council.

18 The measurement results and methodology for any measurements shall be set out in a report to the satisfaction of the Waikato District Council's Monitoring Team Leader. The report shall be submitted to the Waikato District Council's Monitoring Team Leader within ten (10) working days of the measurements being undertaken.

Dust Management

19 Activities under this consent must be in accordance with the Dust Management Plan (DMP) approved within the CMP (Condition 7). The DMP shall be based on the DMP by Woods as submitted with the application.

20 The consent holder shall ensure that all operations on the site are carried out in such a manner as to minimise dust emissions and that no dust causes an objectionable or offensive effect beyond the boundary of the site to the satisfaction of Waikato District Council's Team Leader Monitoring.

Advice Note:

For the purposes of this condition, the Waikato District Council Monitoring Department will consider an effect that is objectionable or offensive to have occurred

if any appropriately experienced officer of the Waikato District Council determines so after having regards to:

- (a) The frequency, intensity, duration, location and effect of dust emission(s); and/or,
- (b) Receipt of complaints from neighbours or the public; and/or,
- (c) Where relevant written advice from an experienced officer of the Waikato Regional Council or the Waikato District Health Board has been received.

Construction Traffic Management Plan

21 A Construction Traffic Management Plan (CTMP) must be submitted to Waikato District Council at least 5 days prior to works commencing on site. The CTMP shall be based on the draft submitted as part of the application. The CTMP shall also include the following:

- (a) Evidence that Waka Kotahi/ NZ Transport Agency has been notified of the proposed commencement of works and how their feedback has been accounted for, as appropriate.
- (b) Electronic cycle warning signs are to be installed at the Tahuna Road eastern and western approaches to the Interchange and the top of the southbound off ramp, with activation by appropriate detector systems when cyclists are present at the top of the south bound off-ramp or cycling over either of the overbridges.

Commented [MW1]: Additional word added (Waka Kotahi)

Commented [MW2]: This condition is supported (Waka Kotahi)

Transportation – Construction

22 Access to the site during the Stage 1B Earthworks Operations must be as follows:

- (a) Light vehicles and fuel delivery/servicing vehicles shall enter the site via a new temporary entrance from Balemi Road and exit the site via an existing farm heavy vehicle access on Lumsden Road.
- (b) Heavy vehicles hauling fill material and earthworks machinery shall access the site only via a temporary new access on Tahuna Road located approximately 190 m east of the Tahuna Road & Lumsden Road roundabout.

23 The location of the haul road from Tahuna Road to the earthworks area may be varied by the Consent Holder, subject to the following information requirements being provided to and accepted by Waikato District Council's Team Leader Monitoring:

- (a) The site entrance from Tahuna Road shall not change.
- (b) The written approval of any land traversed by the Haul Road not in the ownership of the Consent Holder shall be submitted to the Waikato District Council.
- (c) Confirmation from a suitably qualified ecologist that the FMP required under Condition 7 has accounted for the revised haul road location and any vegetation clearance has been accounted for in the BMP or vegetation removal protocol.

(d) Appropriate erosion and sediment controls for the Haul Road are accounted for in the ESCP to be submitted as per Condition 9.

24 An automated wheel wash facility shall be installed immediately before the sealed surface of the Tahuna Road access and all trucks departing the facility shall be required to wash their tyres to prevent the tracking of mud and debris on to Council Roads and/ or onto the state highway network, including the Ohinewai interchange,

Commented [MW3]: This condition is supported (Waka Kotahi)

25 Heavy vehicle movements on the haul road shall be managed by the earthwork's contractor through a CTMP. The maximum daily total movements on the haul road shall be 300 movements per day, while the average shall not exceed 200 movements per day (two-way movements) over a rolling 14-day period (i.e. two working weeks).

26 Daily monitoring by the Consent Holder of construction traffic, including a daily record of truck movements, shall occur over the course of the construction activity, and available at the request of the WDC Team Leader Monitoring.

27 Temporary traffic management plans (TMP) shall also be prepared and submitted to WDC for approval for the works associated with the construction of the proposed construction site accesses. The TMPs shall be designed in accordance with NZTA CoPTTM requirements and no works shall commence without WDC approval.

If the temporary traffic management measures extend on to the state highway and/or the Interchange controlled and managed by Waka Kotahi, a separate TMP shall be prepared and submitted to Waka Kotahi for approval. No works shall commence without Waka Kotahi approval of the TMP required for roads, bridges, and/or interchange ramps that form part of the state highway network.

Commented [MW4]: This additional condition is supported (Waka Kotahi)

28 The consent holder must maintain the Tahuna Road and Lumsden Road sealed pavements adjacent to the construction entrances to the satisfaction of Waikato District Councils Team Leader Monitoring, for the duration of the earthworks activities.

29 A pre and post-construction pavement inspection of Lumsden Road and Balemi Road be carried out. Any remedial work attributed to the activities approved by this consent shall be remedied by the consent holder within 20 working day of the inspection to the satisfaction of Waikato District Council.

(xx) The consent holder shall undertake a pre and post construction condition survey of the Ohinewai interchange and provide the results of this to Waka Kotahi NZ Transport Agency. Any remedial work attributable to heavy commercial vehicle movements during the construction phase on Ohinewai Interchange (eg. worn intersection control markings, tracking of mud/debris on the wheels of the trucks, pavement/surfacing defects), shall be remedied by the consent holder in a timely fashion.

Commented [MW5]: New condition requested. At the current time there are no funded pavement rehabilitation or the type of work that would strengthen or prolong the life of the pavement on the Ohinewai Interchange should the increased HCVs during the construction period damage the Interchange. Until such time that this work is programmed and budgeted, Waka Kotahi requires the consent to include a mechanism to ensure that the Interchange is kept to a condition that customer service levels are maintained.

30 A pavement impact fee of \$5,940 is to be paid by the Consent Holder (paid as a lump sum) at completion of the approved earthworks.

Transportation – Operational

Foam Factory Access

- 31 All factory operational traffic shall enter and exit the site via a single access on Lumsden Road, connecting to an internal one-way circulating “ring” road.
- 32 An assessment of the vehicle swept path of a large design vehicle shall be undertaken as part of the detailed design of the access. It shall be designed so that the spatial needs of the appropriate design vehicle (19.45 m semi-trailer (HPMV)) are met.
- 33 A 30km/h speed limit shall be imposed along the internal road.
- 34 Prior to construction, the consent holder shall prepare and submit detailed design drawings of the proposed site accesses to Council for approval.

Ohinewai Interchange Road Safety Improvements

- 35 The following safety improvement works are to be implemented prior to commissioning of the Foam Factory operation. The improvement works shall be designed and constructed in accordance with the relevant District Plan and Waka Kotahi/ NZ Transport Agency design requirements, including the RITS standards. No works shall commence without Waka Kotahi and WDC engineering design approval.
- a. Installation of an electronic warning sign on the SH1 southbound off-ramp which is activated by an approaching vehicle travelling above a specific speed. The sign will activate to alert an approaching driver to the presence of the stop-controlled intersection. The minimum speed at which the sign lights up would be based on the distance and reduced time available to safely decelerate to a stop at the stop line.
 - b. Installation of static cyclists warning signs on the Tahuna Road approaches to the SH1 and rail overbridges, as well as on the off-ramps of the Interchange.
 - c. Vegetation is to be removed on both sides of the southbound off-ramp where sight distance to Tahuna Road is obstructed.
 - d. Relocating the stop line from current position to 1.0 m from the continuity edgeline – (rural).

Commented [MW6]: This condition is supported (Waka Kotahi)

Lumsden Road, Rail Siding & Level Crossing Design and Approvals

- 36 Detailed design plans and drawings for the rail siding, level crossing and Lumsden Road realignment shall be provided to Waikato District Councils Roading Team Leader and KiwiRail’s Senior Safety Engineer for written approval prior to any construction works commencing on the rail siding or road realignment.

The design shall be in general accordance with that shown on the Bloxam Burnett and Olliver concept design plan numbers 145860-06-1200B to 1203B and include geometric details, drainage design, level crossing and pavement design details and safety features to meet KiwiRail and Waikato District Council’s infrastructure design standards. The design drawings shall address the recommendations and Safety Engineer decisions in the Road Safety Audit Report (Traffessionals, May 2020), and the recommendations of the Level Crossing Safety Impact Assessment (WSP March 2020) including but not limited to:

- a. Crossbucks on the Flashing Light and Bells (FLB) assemblies.
- b. A yellow cross hatched clear zone between the limit lines at the level crossing
- c. Correctly oriented advance PW57 steam engine signs are to show the train facing towards the road on both sides of the road. The drawings show the signs duplicated but the train facing the same way on both signs. PW57 (left) should be on the LHS and PW57 (right) should be on the RHS.
- d. A warning sign on Balemi Road of the level crossing on the side road ahead.
- e. Suitable fencing of the siding.
- f. Vegetation management plan.
- g. Confirmation from KiwiRail of the acceptance of the proposed rail siding and level crossing design.

37 The realignment of Lumsden Road shall account for the following, as a minimum:

- a. A speed limit reduction on Lumsden Road from 100 km/h to 60 km/h between Tahuna Road and 280 m north of Balemi Road, and installation of a 60 km/h gated speed threshold treatment on the southbound approach to the 'S' bend on Lumsden Road (in general accordance with Bloxam Burnett and Olliver concept design plan numbers 145860-06-1200B to 1203B).
- b. Narrowing of the road carriageway at the threshold pinch point.
- c. 20 m long solid built outs on the northern approach at the threshold pinch point.
- d. Kerb & channel shall be implemented on the eastern side of Lumsden Road from the Balemi Road intersection and the northern boundary of 58 Lumsden Road.
- e. Installation of roadside barriers, chevron boards and speed advisory signs on the 'S' bend curves.
- f. Installation of street lighting on the eastern side of Lumsden Road.
- g. Realignment of the 'Tee' intersection of Lumsden Road / Balemi Road, and inclusion of street lighting compliant with the performance requirements of AS/NZS 1158

38 Balemi Road shall be upgraded, accounting for the following:

- a. Widening and seal to a minimum six-metre-wide trafficable carriageway to the eastern most access to the site, including kerb and channel drainage along the westbound carriageway edge.
- b. A speed limit reduction to 60 km/h from the existing 100 km/h speed limit (over full length) in line the identified safe and appropriate speed for the road.

Landscape Planting

39 Prior to the construction of the Foam Factory, landscape planting plans shall be submitted to WDC Team Leader Monitoring for approval. The landscape plans shall be based on the MGLA Mitigation Planting Plans, P2- P5 dated 01/01/21 and include:

- (a) Details on the staging of the planting programme.
- (b) The species, locations and expected heights of any proposed plants.
- (c) Details of a maintenance programme.

- 40 Within 12 months of the foam factory being operational, the landscape mitigation planting required under Condition 32 shall be implemented on site.
- 41 Prior to the construction of the rail siding and realignment of Lumsden Road and Balemi Road, landscape planting plans shall be submitted to WDC Team Leader Monitoring for approval. The landscape plans shall be based on the MGLA Mitigation Planting Plans P1- P8 included in the application.
- 42 Within 12 months of the rail siding being operational, the landscape mitigation planting required under Condition 34 shall be implemented on site.

Mitigation for loss of bat habitat

- 43 If the monitoring undertaken as part of the BMP finds bats located within vegetation felled as part of the works, mitigation is required to be undertaken within 3 months of the vegetation removal. The mitigation shall comprise the following:
 - (d) 32x trees (no less than PB18 in size) planted as a hedgerow on the site boundary; OR
 - (e) 9x bat roost boxes shall be located within the remaining Japanese Cypress hedgerow.

Complaints

- 44 Any complaints received by the consent holder as a result of the operation of the activities authorised by this consent shall be recorded by the consent holder in the form of a written complaints register. The information recorded shall 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) Action taken by the Consent holder to remedy the problem;
 - (d) Any equipment failure and remedial action taken;
 - (e) The weather conditions at the time, including wind direction, wind strength and temperature, and;
 - (f) Date and Name of the person making the entry.

A copy of this complaints register shall be made available to the Waikato District Council within 24 hours upon request from Waikato District Council's Monitoring Team