

# REGULATORY HEARING REPORT



**To:** The Independent Commissioner  
**From:** Consultant Planner - Craig Inskeep  
**Subject:** NZ Motor Caravan Association Resource Consent to establish and operate a Motor Caravan Park in the Rural Zone, at 2 Pirongia Road, Te Awamutu – Waipā District Council s42A Planning Report  
**Hearing Date:** 29 September 2023  
**File Reference:** LU/0133/22

<b>APPLICANT:</b>	New Zealand Motor Caravan Association Inc
<b>PROPERTY ADDRESS:</b>	2 Pirongia Road, Te Awamutu 3800
<b>LEGAL DESCRIPTION:</b>	PT ALOT 317 MANGAPIKO PSH Lot 3 DPS 62851
<b>SITE AREA:</b>	Lease area associated with the proposal: 0.83 hectare Total property area: 3.9 hectares
<b>ZONING – DISTRICT PLAN:</b>	Rural
<b>PROPOSAL:</b>	Establish and operate a motor caravan park in the Rural Zone

## 1 Background

- 1.1 Pursuant to Section 88 of the Resource Management Act 1991 (**Act**), the New Zealand Motor Caravan Association Inc. (**NZMCA**) has applied to Waipā District Council (**WDC**) for resource consents to authorise the establishment and operation of a motor caravan park for temporary accommodation at 2 Pirongia Road, Te Awamutu. The motor caravan park will be available only to NZMCA members, allowing them to temporarily stay overnight on-site in their vehicles (motor caravans and caravans). All NZMCA motorhomes and caravans using the site are to be self-contained with on-board freshwater tanks, wastewater tanks, and an accessible toilet. The proposed motor caravan park has a maximum occupancy of 75 vehicles. However, it is expected that occupancy will be at lower levels for most of the year.
- 1.2 The proposed motor caravan park is not classified as ‘Residential Based Visitor Accommodation’ or ‘Visitor Accommodation’, as defined in the Waipā District Plan.

The latter explicitly excludes camping or caravan sites. The proposal is a ‘Non-Farming Activity’<sup>1</sup> within the Rural Zone and overall is a non-complying under Rule 4.4.1.5(b). Resource consent is also required under the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations (**NES-CS**) for a controlled activity because the proposal will result in the change of use of a Hazardous Activities and Industries List (**HAIL**) site (i.e., a closed landfill).

## 2 THE SITE

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- 2.1 The 3.9-hectare property, the location of the proposed motor caravan park, is located on the northern side of Pirongia Road, Te Awamutu. Access to the site is via a driveway adjacent to 4 Pirongia Road. It is legally described as Lot PT Alot 317 Mangapiko PSH Lot 3 DPS 62851 and is owned by WDC. The proposed motor caravan park will be located on approximately 0.83 hectares of the property. NZMCA is negotiating a lease agreement to use the area (subject to an RMA permission).
- 2.2 The site is part of the closed, capped Te Awamutu landfill site. The integrity and risks of using the site of the closed landfill are addressed later in this report.
- 2.3 The site is currently undeveloped with the northern portion of the land used for grazing purposes. It is irregular in shape, in part due to its boundary with the Mangapiko Stream to the northeast. The topography of the land is generally relatively flat with a slight cross fall to the stream boundary. Established riparian planting is located along the Mangapiko stream edge of the site.
- 2.4 An esplanade reserve (Daphne Street Gully) is located on the southeast boundary of the site and contains thick bush vegetation and provides a vegetative screen from the properties to the east. Surrounding properties to the southwest are residential in nature. Three dwellings adjoin the site (to the southeast). Photos of the location of the proposed development and the surrounding area are provided as Figures 1 – 8 below.
- 2.5 There are no interests registered on the record of title (SA15B/1092) for PT ALOT 317 Mangapiko Parish, Lot 3 DPS 62851, however the site is considered a utility allotment, held in a survey office plan in favour of WDC. The site has a number of significant underground services including the primary wastewater mains that connect Te Awamutu to the Wastewater treatment plant. These mains transect the site in a northwest to south direction. A second branch wastewater pipe connects to Pirongia Road and Pioneer Drive which runs under the access to the property.

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<sup>1</sup> “Means any activity that is not a FARMING ACTIVITY, INTENSIVE FARMING or a MINERAL EXTRACTION ACTIVITY or a RURAL BASED INDUSTRY” (Part B – Definitions, Waipā District Plan).

2.6 WDC records show that two consents have been approved by Waikato Regional Council (**WRC**) in relation to the closed landfill site: WRC references:940123 and 940126 these consents will continue to be administered by Waipā District Council as the landowner and relate to ongoing monitoring of the landfill and associated leachate.



*Figure 1. Location of property (red outline) and the general location of the proposed development (blue outline) (Source: Waipā District Council GIS Maps).*





*Figure 2. View to the northeast from the end of the site accessway (Source: Site Inspection).*



*Figure 3: Western Boundary Adjoining 4 Pirongia Road (Source Site Inspection).*





*Figure 4: View from the site to access leg adjacent to Daphne Street Gully (Source Site Inspection).*



*Figure 5. From the Subject site looking towards 4 Pirongia Road near western site boundary (Source: Site inspection).*





Figure 6. View of the site boundary and Mangapiko Stream (Source Site Inspection).

### 3 THE PROPOSAL

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- 3.1 Pursuant to Section 88 of the Act, NZMCA have applied to WDC for land use consents to establish and operate a motor caravan park to be used solely by NZMCA members for temporary overnight accommodation in self-contained vehicles.
- 3.2 The application as received comprises the following information:
- NZMCA’s ‘Resource Consent Application Form’;
  - NZMCA’s 8 June 2022 AEE titled “Assessment of Environmental Effects, Proposal, Prepared for Waipā District Council, Prepared by New Zealand Motor Caravan Association” and its associated appendices including:
    - Appendix A Records of Title.
    - Appendix B Site Plans prepared by Grey Matter Consultants on behalf of NZMCA.
    - Appendix C Detailed Site Investigation (contaminated soils/HAIL site) prepared by WSP consultants dated 28 July 2021 on behalf of NZMCA.
    - Appendix D Membership Code of Conduct.
    - Appendix E Integrated Transportation Assessment, Ray Talbot NZMCA dated March 2021.



- Appendix F NZMCA Vehicle movement survey (typical site analysis), Opus International Consultants dated August 2016.
- Appendix G Signage
- Appendix H Pre-Application Meeting notes.
- Appendix I Acoustic Evidence, J Trevathan, Accoustic Engineering Services Limited dated 24 August 2021 (refers to Warrington NZMCA site).
- Appendix J Stormwater Management Report, Ray Talbot NZMCA dated 23 February 2022.
- Initial partial response to s92 Further Information dated 3 August 2022.
- Partial response to s92 Further Information dated 30 November and 15 December
- Technical Assessment, HD Geo consultants, report titled Te Awamutu South Closed Landfill Gas Technical Report REV 1 dated 11 May 2023.
- NZMCA Application for consent and AEE in relation to the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (NESCS Regulations) dated May 2023. Appendices include:
  - Appendix 1 Aftercare and Management Plan: Te Awamutu Closed Landfill Aecom NZ Ltd dated 2020.
  - Appendix 2 Te Awamutu Closed Landfill. Detailed Site Investigation WSP (2021).
  - Appendix 3 Te Awamutu South Closed Landfill: Landfill Gas Technical Report prepared by HD Geo dated 11 May 2023.
  - Appendix 4: Te Awamutu Closed Landfill: Compliance Monitoring April 2022 Aecom NZ Ltd dated 2022.
- Landfill Settlement Assessment, Ray Talbot NZMCA dated 13 June 2023.

3.3 NZMCA's Assessment of Environmental Effects report (**AEE**) that supports the application summarises the proposal as follows:<sup>2</sup>

*The proposal is to establish a motor caravan park to be used by NZMCA members for temporary overnight accommodation in their self-contained vehicles. The site will enable NZMCA members travelling in certified self-contained vehicles to temporarily park in a safe and secure place for overnight accommodation. The NZMCA currently operate 52 similar motor caravan parks nationwide and this site will be an addition to the Associations extensive network of parks in the Waikato region.*

*The layout of the site has been designed to accommodate up to 75 self-contained motorhomes and caravans (including tow vehicles). NZMCA parks accommodate a range of self-contained vehicles including small motorhomes and caravans (4 – 6m) to long fifth wheelers (12m+). As such, the preference is to have parking bays*

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<sup>2</sup> Assessment of Environmental Effects – Proposal. 8 June 2022. Prepared for Waipa District Council by New Zealand Motor Caravan Association., Section 3.

*without demarcating each individual parking site, although the proposed site layout will help ensure members park in a uniformed manner and help manage site capacity.*

*The site will comprise of the following features and amenities:*

- *Rubbish bins to be emptied by a local contractor on a regular basis;*
- *Potable water;*
- *Dump station for wastewater disposal; and*
- *Information and registration kiosk. (non-habitable structure up to 10m<sup>2</sup>)*
- *Gravelled access and parking areas and*
- *Informational and directional signage*
- *Earthworks for the access, ring road and parking areas (<1000m<sup>2</sup>)*

*All NZMCA members are bound by a Membership Code of Conduct and need to follow site specific rules whilst staying at NZMCA Parks. These rules require members to register their membership and vehicle details upon entry to the site at the registration kiosk. The short duration of stay reflects NZMCA's objective for providing parks for short term use only. Members will be permitted to stay on site on a temporary basis. No semi-permanent or permanent residence will be allowed. Adherence to site rules is monitored by fellow members and volunteer local park custodians who visit the site on a regular basis to monitor compliance and respond to any issues.*

*The site management regime works well for NZMCA parks and is a similar approach adopted by the Department of Conservation. The contact details for the main custodian can be obtained via the NZMCA Travel App, NZMCA website and will be provided on site should an issue arise. During the busier periods of the year, e.g., summer months and special events, NZMCA may appoint a temporary site caretaker who would be stationed on site to provide additional site management support.*



*Figure 7: Example of an NZMCA caravan park with raised planting (source NZMCA application and AEE).*



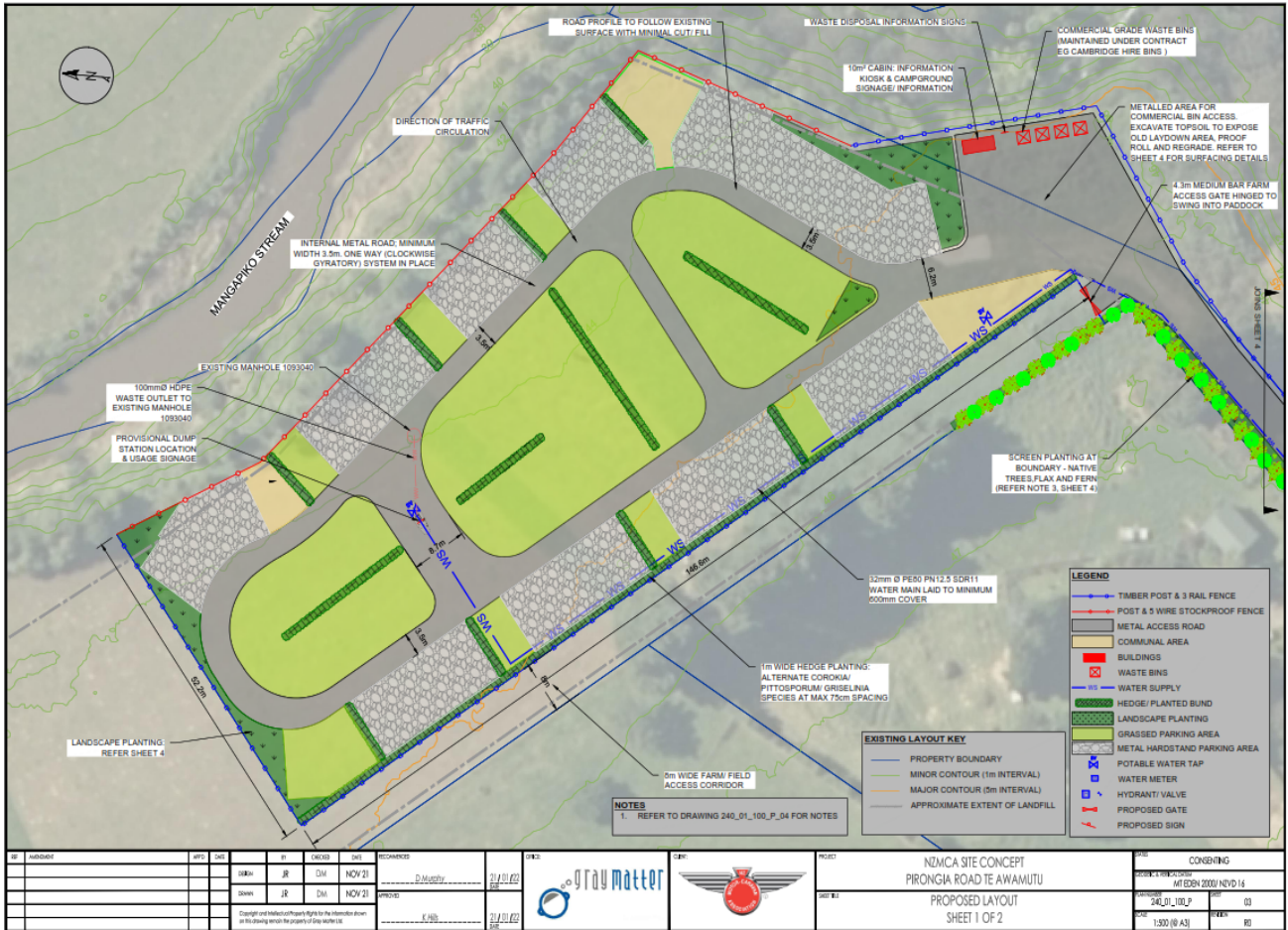


Figure 8: Proposed Layout plan (source NZMCA Application).

3.4 Section 3 of AEE documents the site management regime for the proposed motor caravan park and summarises the following elements:

- Capacity, duration and parking arrangements
- Structures (kiosk and fencing)
- Landscaping proposed
- Signage
- Water and wastewater infrastructure
- Stormwater
- Construction earthworks
- Traffic access and movements
- Landscaping

3.5 For the sake of brevity, this report does not repeat the information contained in Section 3 of the AEE.

3.6 The applicant has undertaken initial consultation with neighbouring parties at the outset of the consent application however affected party approvals were not obtained as part of the application.

- 3.7 Ngā Iwi Tōpū O Waipā were advised of the application through Council’s standard process, however initially no comment was provided in relation to the application proposed. Waipa DC understands more recent discussions have occurred with the Applicant in relation to the Mangapiko Stream and ecologically significant areas and consideration of Te Ture Whaimana. The Applicant may be able to provide further information in relation to these discussions.

## 4 NOTIFICATION

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- 4.1 The decision on notification of the application to establish and operate a motor caravan park at Pt A lot 317 Mangapiko PSH Lot 3 DPS 62851 was made under delegated authority on the 21<sup>st</sup> of June 2023 by Independent Hearings Commissioner, Mr Rob van Voorthuysen which considered the s95 recommendation prepared by Mr Craig Inskeep.
- 4.2 The application was limited notified to the owners and occupiers of the following properties:
- 4 Pirongia Road
  - 5/28 Pirongia Road
  - 6 Pirongia Road
  - 28 Pirongia Road
  - 2096 Alexander Street

## 5 Submissions Received

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- 5.1 John and Jean Bosson of 4 Pirongia Road submitted in opposition to the proposal and stated that they wish to be heard in support of their submission. They expressed concerns about the following matters:
- Potential traffic safety concerns and nuisance traffic
  - Nuisance noise
  - Privacy concerns
  - Adverse effects on visual amenity values
  - Reduction in property value
  - Presence of dogs
- 5.2 The submitters sought the following outcomes should consent be granted:
- An over-height solid fence to retain privacy, block noise and retain some property value.
  - A tar sealed driveway (site entrance and accessway).
  - A prohibition on dogs being brought to the site.
  - Defined opening and closing hours.
  - Relocate the site communal area further away from their dwelling.



- 5.3 Mr Colin Old submitted in opposition to the proposal and stated that he wishes to be heard in support of his submission. He expressed concerns that the proposal will result in a reduction of the value of his property and reduce his amenity values.
- 5.4 Mr Old is seeking a reduction in the size of the proposed park and that it be separated from the western boundary of his property.
- 5.5 Further comments in relation to the points raised in submissions are addressed in Section 10 of this report together with the Assessment of Environmental Effects.

## 6 WAIPA DISTRICT PLAN PROVISIONS – CLASSIFICATION OF THE LANDUSE CONSENT

- 6.1 The subject site is zoned Rural in the operative Waipā District Plan.
- 6.2 An assessment of the proposal’s compliance with the relevant rules of the Waipā District Plan has been completed. In summary, Table 1 below outlines the relevant rules relating to the proposed activity. As outlined in the table, land use consents as described under Section 87A of the Act are required. The proposal is deemed to be non-complying as the most restrictive status applies.

**Table 1. Assessment of the proposed activity against relevant rules in the Waipā District Plan**

Rule No.	Summary of Rule	Status	Comments
4.4.1.5(b)	Any activity that is not listed in activity status table Rules 4.4.1.1 to 4.4.1.4 and not listed as a prohibited activity.	Non-complying	Campgrounds are not provided for in the rural zone and are not listed as a prohibited activity.
4.4.2.44	Signs within or exceeding certain dimensions	Discretionary	The proposal is unable to comply with Rule 4.4.2.44 as the proposed signage exceeds 1.2 m <sup>2</sup> visible in any one direction with a maximum area of 2.4 m <sup>2</sup> . Multiple signs are proposed as part of the application however only 2 will be visible from Pirongia Road.
25.4.1.2	Earthworks includes any filling and cutting deeper than 1m below the soil surface and/or greater than 500m <sup>3</sup> , for any activity but excludes fencing, tile drainage, and maintenance of existing tracks and tree planting; and ‘building’ does not include additions to existing buildings.	Controlled	The cultural landscapes area, which is provided for by the rule, includes the adjoining Mangapiko Stream overlay and Hingakaka which the site is located within.
26.4.2.1	A building, wastewater treatment system, earthworks or vegetation clearance must not be erected or undertaken within 23m of the edge of any lake or water body (excluding a natural wetland) subject to certain exceptions.	Restricted discretionary	The proposal is unable to comply with Rule 26.4.1.1 (e) which includes the setback from lakes and water bodies which is 23 m. The proposed activity will consist of earthworks and parking bays within 23 m of the Mangapiko Stream.

## 7 ASSESSMENT OF MATTERS TO BE CONSIDERED UNDER THE RESOURCE MANAGEMENT ACT 1991 (RMA)

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### Introduction

- 7.1 The application is for a Non-Complying Activity under the District Plan. The Council may grant or refuse consent under s104B of the Act and, if granted, may impose conditions under s108 of the Act only if it is satisfied that either the adverse effects will be minor, or the activity will not be contrary to the objectives and policies of the District Plan (s104D).

### Section 104 RMA

- 7.2 Section 104(1) of the Act sets out matters a consent authority shall have regard to in considering an application for resource consent and any submissions received.
- 7.3 Subject to Part 2 of the RMA (Purposes and Principles), the matters relevant to this proposal are:
- a) *any actual and potential effects on the environment of allowing the activity (Section 104 (1) (a))*
  - b) *any relevant provisions of-*
    - (i) *a national environmental standard:*
    - (ii) *other regulations:*
    - (iii) *a national policy statement:*
    - (iv) *a New Zealand coastal policy statement:*
    - (v) *a regional policy statement or proposed regional policy statement:*
    - (vi) *a plan or proposed plan (Section 104 (1)(b))*
  - c) *any other matter the consent authority considers relevant and reasonably necessary to determine the application (Section 104 (1)(c))*

### Section 104D

- 7.4 Section 104D(1) of the RMA states that a consent authority may only grant a resource consent to a non-complying activity if it is satisfied that either:
- a) *The adverse effects on the environment (other than any effect to which section 104(3)(a)(ii) applies) will be minor; or*
  - b) *The application is for an activity which will not be contrary to the objectives and policies of,*
    - (i) *The relevant plan...*
- 7.5 A consent authority can only grant an application for a non-complying activity if one of the alternative conditions above is fulfilled. The Assessment of the of Effects is included in Section 10 with an assessment of the relevant objectives and policies of the plans in Sections 11 and 12.



## Section 104B

- 7.6 Section 104B defines the power of a consent authority to grant resource consent for a non-complying activity. Section 104B states:

*Determination of applications for discretionary or non-complying activities – After considering an application for a resource consent for a discretionary activity or non-complying activity, a consent authority –*

- a) *may grant or refuse the application; and*
- b) *if it grants the application, may impose conditions under section 108.*

## 8 Resource Management (National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011

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- 8.1 The National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES – CS) applies to activities on land on which an activity or industry described in the Hazardous Activities and Industries List is being undertaken on, has been undertaken on, or it is more likely than not that a HAIL activity is being or has been undertaken on the site.
- 8.2 The NES-CS came into force on 1 January 2012 and applies when a person wants to do an activity described in Regulation 5(2) to 5(6) on a piece of land described in Regulation 5(7) or 5(8). A DSI has been prepared for the site which identifies that the site has been used for HAIL activities (G3 – Landfill Sites) is confirmed to have occurred at the property.
- 8.3 The Detailed Site Investigation to support the consent has been completed by WSP on behalf of the Applicant and is included with the AEE. A subsequent assessment of Landfill gas risks has been undertaken by HD Geo on behalf of the applicant.
- 8.4 Consent is therefore required as a controlled activity under Regulations 9(1) and 9(3) due to the disturbance of contaminated soils and change in use to a recreational facility. No further consent is required under Clause 8(3)(g) of the NES-CS.

## 9 OFFICER COMMENTS

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### Development Engineering

- 9.1 WDC's Development Engineer, Ms Yu Hu, reviewed the application for resource consents and commented as follows.<sup>3</sup>

#### 9.1.1. Earthworks

*The site is expected to have earthworks less than 1000m<sup>3</sup>. Some earthworks will be required for the establishment of the ring road and metalled parking areas. All appropriate erosion and sediment control measures will be implemented throughout*

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<sup>3</sup> Yu Hu, Development Engineering Assessment Memorandum., 30 June 2022.

*the duration of the works. Erosion and sediment control and construction management plan conditions will be imposed.*

#### 9.1.2. Roading/Access

*The site access is Pirongia Road. The road is a collector with high traffic volume according to the ITA in the application. Up to 151 one-way movements per day are estimated peak and on average less than 75 vmpd [vehicle movements per day]. Vehicle movements will mainly occur from 9am to 4pm. Movements will be at low speed on a gravel ring road.*

*The vehicle crossing has good sightlines on both sides of Pirongia Road. It is proposed to upgrade the crossing. A 3.5m wide ring road is to be built with areas between 3.5 to 8.7m wide waiting bays to provide more visibility. Conditions of upgrading and maintaining the entrance and the private road will be imposed to suit. According to the traffic assessment, [The Development Engineer] agrees that peak movements up to 151 will only occur during special events and public holidays. Timing of the vehicle movements will have a negligible impact on the commuter peak hours and the trip generation on general bases can be absorbed into the current road networks.*

In preparation of this report, further confirmation from Bryan Hudson, Council's Roading Corridor Manager in relation to the proposed access to Pirongia Road. No concerns were raised regarding sightlines given the 50km/hr speed environment and vehicles entering and exiting the site will be accommodated by the wider formed crossing allowing vehicles to turn into the drive without obstruction.

#### 9.1.3. Water Supply

*The site is connected to the council's reticulated water network. Water is proposed to be supplied from the council's reticulation. Conditions of design, construction, and [quality assurance] will be imposed to suit.*

#### 9.1.4. Wastewater:

*The site is not connected to the council's reticulated wastewater network however wastewater reticulation passes through the site. A dump station and connection to the existing manhole have been proposed. Conditions will be imposed.*

#### 9.1.5. Stormwater

*The site has no council's reticulated stormwater network. The proposed design will retain the existing surface water soakage technique and the existing dense grassed paddock will be retained between the proposed parks. [The Development Engineer] agrees with the stormwater management measures.*

9.2 Ms Yu Hu recommended that a suite of conditions be placed on the resource consent.

### **Environmental Health**

9.3 WDC's Environmental Health Officer, Mr Glynn Jones, originally commented that:<sup>4</sup>

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<sup>4</sup> Mr Glynn Jones, pers. comm., 11 July 2022.

### 9.3.1. Camping Ground

*The proposal does not identify any compliance with the Camping-Grounds Regulations 1985. Requirements include a camp plan clearly showing dimensions and compliance with minimum requirements, provision of adequate lighting and potable water, provision of facilities for toilets, cooking, and washing etc. These facilities have not been proposed to enable this site to be registered under the above regulations. It is therefore recommended that the applicant explains how they are proposing to comply with the legislative requirements. It does not appear that there are any grounds for exemption for compliance under the regulations for this site.*

### 9.3.2. Noise

*Potential noise sources are:*

- *People's voices.*
- *Dogs barking*
- *Vehicle movements – 24 hours?*
- *Generators running*

*Nearest noise sensitive sites are the adjacent residential properties at:*

- *4 Pirongia Road*
- *5/28 Pirongia Road*

*The noise report provided with the application relates to Weedons Park which appears to be an unmanned caravan park in the Christchurch area.*

*This report has some useful information about the type of noise that could be anticipated at a park of this type. However, it is not considered that this report is specific enough to this application site to be entirely relevant...*

*There is no continuous supervision proposed on site by the operator, which means that there is a high degree of reliance on customers voluntarily complying with the site rules. This does not provide a high degree of confidence that the anticipated noise from people and their activities will not be exceeded.*

*If the applicant is proposing to register a campground for the proposed activity, it is recommended that a more specific noise report is provided by an acoustic engineer.*

- 9.4 NZMCA subsequently responded to Mr Jones' comments.<sup>5</sup> *As the NZMCA requires paid membership and self-containment status for their members campervans and vehicles utilising the site, there is no intention for this to operate as a campground in the full extent as no toilet facilities/ other amenities are provided and therefore the camping ground regulations will not apply and do not form part of the application for consent. The site will not be open to the general public. These aspects will be enforced by the custodian for the park and although not on site continually, this will provide an effective level of oversight for the property.*

*Self-containment status is a formal certification process requiring that the vehicle meets the ablutionary and sanitary needs of the occupants for a minimum of three*

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<sup>5</sup> Rayya Ali, pers. comm., 1 August 2022.



days, without requiring any external services or discharging waste in accordance with the New Zealand Standard for Self-Containment of Motor Caravans and Caravans, NZS 5465:2001.

Members are typically of an older demographic and recreational activities are generally low key and unlikely to result in a disturbance to surrounding properties. In relation to noise generation the applicant anticipates that the rural noise standards of 50dBA (Leq) during the Day time (7.00am to 10.00pm), and 40dBA (Leq) during the night-time hours (10.00pm to 7.00am), can be reasonably achieved based on experience from other similar properties operating nationwide as per the evidence provided and a condition to this effect is anticipated. The conditions may also include the restriction of the use of generators, although typically use of these is only as an auxiliary power supply and is consciously moderated by individuals such as to protect the amenity of other site users.

### Contaminated Land Assessment

9.5 WDC's Environmental Health Team Leader, Mr Anish Chand, engaged Ms Samantha Iles, a senior environmental consultant with 4Sight Consulting Ltd. to undertake a technical review of the application for resource consent including the associated technical assessments. 4Sight Consulting recommended that the following information gaps be addressed prior to a decision on whether to grant or decline resource consent to ensure that the requirements of the NES-CS and Contaminated Land Management Guidelines (CLMG) No. 1 & 5.<sup>6</sup>

- An assessment of landfill gas should be undertaken to assess the risk to site users. An assessment of potential PAH contamination in capping soil should also be undertaken;
- A cut and fill plan should be provided, detailing the areas of excavation and anticipated excavation volume;
- An assessment of the potential for the proposed work to compromise the landfill cap should be undertaken to determine whether the proposal triggers a consent under Clause 8(3)(g); and
- A consent should be sought in accordance with the NESCS due to the change in land use from agricultural to recreational.

9.6 NZMCA commissioned HD Geo to evaluate the presence of landfill gases originating the Te Awamutu South Closed Landfill, and to evaluate the potential risk to human health from landfill gases, relating to the proposed construction works and the proposed final land use. HD Geo concluded in its technical assessment report that:<sup>7</sup>

- *historic aerial imagery suggests the landfill on the site has operated from the early 1960's to the early 1970's.*
- *it is unlikely the landfill is producing significant concentrations or volumes of gases after being closed for more than 50 years.*

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<sup>6</sup> MfE, updated 2021.

<sup>7</sup> HD Geo. 11 May 2023. Te Awamutu South Closed Landfill – Landfill Gas Technical Report. REV 1. Project No: HD2798. Prepared for New Zealand Motor Caravan Association.

- *groundwater and surface water monitoring events undertaken on the site have demonstrated generally consistent results, with no evidence of leachate production (and hence waste decomposition and associated landfill gas production) and full compliance with discharge resource consents.*
- *available historical landfill gas sampling events in monitoring bores show no CH<sub>4</sub> and negligible CO<sub>2</sub>.*
- *no evidence of landfill material, vegetation dieback, liquid or gas emissions were noted during the site walkover.*
- *our sampling showed gases generally representative of atmospheric conditions, with no CH<sub>4</sub> detected.*
- *there is no evidence to suggest a risk to human health from landfill gas should the proposed development be undertaken, provided the site is properly managed during development, and continues to be properly managed for the final proposed landuse (motor caravan parking site).*
- *[the] report has determined that it is highly unlikely that there is a risk posed to human health by landfill gas, but the DSI investigation shows soil contaminants exceed background concentrations. As such we consider that the proposal is a controlled activity under the NESCS.*
- *the proposed shallow excavation for installation of the dump station will not provide new pathways for contaminant migration in accordance with NES:CS Reg 8(3)(g), as there is no evidence of landfill gas production, the landfill cap appears to have a depth of at least 1m at this location and the cap will be reinstated.*

9.7 HD Geo recommend that a site management plan (set out in Appendix I of its Landfill Gas Technical Report) is used during intrusive site development works and is supplied to WDC.<sup>8</sup>

### **Adequacy of the Landfill Gas Assessment**

9.8 4Sight was engaged by Waipā District Council (WDC) to conduct a technical review of a Landfill Gas Technical Report<sup>1</sup> submitted by New Zealand Motor Caravan Association. The Landfill Gas Assessment was submitted in response to a further information request from WDC in relation to a consent application to establish a motor caravan park at Pirongia Road, Te Awamutu (the site).

9.9 The information has been reviewed with reference to the requirements of the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations (NESCS) (Ministry for the Environment (MfE), 2011) and the Contaminated Land Management Guidelines (CLMG) No. 1 & 5 (MfE, updated 2021).

9.10 The assessment completed by HD Geo included a desktop review of the site history and previous reports, a site inspection and limited on-site gas sampling. The investigation was completed appropriately and adequately assessed the potential risk from fugitive gases from the former landfill to site users.

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<sup>8</sup> Ibid.

9.11 Based on the information provided, Ms Isles, 4Sight agree with the conclusions that the risk to human health from landfill gases is low and that the excavation for installation of the dump station is unlikely to provide a pathway for contaminant migration.

### **Landfill Settlement**

9.12 In response to the further information request, NZMCA provided a Landfill Settlement Report prepared by Ray Talbot an engineer for NZMCA the technical report<sup>9</sup> has observed based on bore samples by HD Geo and Opus concludes that the area of the site to be occupied by the proposed activity is comprised of tightly compacted silty sands above the deposited landfill fill material and that no evidence of a clay cap over the closed southern landfill in the area of the Proposed NZMCA Park.

9.12.1. In Mr Talbot's opinion based on his design and site supervision experience as an engineer, the existing densely compacted soil types will provide a competent formation for the proposed road pavement design, with a Californian Bearing Ratio (CBR) in excess of 4%. This is detailed in this report in section 4.1 - Existing Subsoil Strata.

9.12.2. The pavement design indicated in Appendix C and described in Section 4.1 will provide an adequate pavement for a more cohesive and water susceptible formation of 3% CBR. The design has considerable design redundancy to prevent the need for any specific formation strength testing during the construction works and post construction monitoring.

9.12.3. Section 4.2 of the report details the proposed road construction and hardstanding design. Based on the design, the proposed pavement construction will control and mitigate effects from any undiscovered plastic materials that may exist in the closed landfill. The incorporation of an engineering grade geotextile not only strengthens the pavement but has the flexibility to accommodate some settlement and still retain the integrity and strength of the geotextile-granular matrix.

9.12.4. In Mr Talbot's opinion the static loading from motorhomes will not cause any settlement or landfill instability and no further monitoring is required.

### **Reserves Planning**

9.13 WDC engaged Xyst Consultants to provide an assessment of the application. Following a site visit on 28 June 2022, Ms Anna McElrea of Xyst Consultants, stated that:<sup>10</sup>

9.13.1. *The key issue with the proposed layout is its proximity to the Mangapiko Stream and also the stream through the Daphne St Gully Reserve and the effects of the camping activity itself rather than the development on this significant biodiversity corridor. The adverse effects are primarily associated with movement, noise, artificial light and potential for cats and dogs to accompany campers.*

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<sup>9</sup> Ray Talbot NZMCA 13 June 2023 Landfill Settlement Assessment



9.13.2. *The riparian margin along the Mangapiko Stream appears to be between 15-18m wide in most areas and sparsely planted. It appears that there has been some recent riparian planting undertaken by the Waikato RiverCare Restoration Project (partners shown on photo of sign on gate) which is great but there is still the need for more infill planting and some targeted weed control within this area. Stock have recently been in this fenced off riparian area where there is supposed to be full stock exclusion.*

9.13.3. *The Mangapiko Stream is a major tributary of the Waipā River. The Ngā Wai o Maniapoto (Waipā River) legislation was enacted in 2012 to include the upper catchment of the Waipā River through to its junction with the Pūniu River. Te Ture Whaimana o Te Awa o Waikato – Vision and Strategy for the Waikato River now applies to the whole of the Waikato and Waipā river catchments. The stream’s headwaters extend up to Maungatautari. The esplanade reserve network along the riparian margins is not contiguous with large gaps along the Mangapiko Stream and the Mangaohoi Stream as it moves to the eastern edge of the town. The OWDP identifies both streams as biodiversity corridors and requires a 23m building setback. Both streams have been identified as important existing and/or future flyways for bats. Council has committed to significant funding to restore the riparian margins within the Te Awamutu urban boundary and the Maungatautari to Pirongia Ecological Corridor Project has received substantial DoC funding to work with landowners to restore the remainder of the corridor.*

9.13.4. *We need to confirm Council is approving an activity on its own land that supports these identified environmental priorities, which is consistent with the District Plan and which demonstrates best practice to developers that we are asking the same of. We think there is an easy way to achieve this that will also enhance the amenity of the proposed camping area and potentially also protect and enhance the stream’s water quality and reduce the risk of flooding and erosion impacting the integrity of the landfill capping. We think the proposed changes will only slightly lower the total number of vehicles that can use the facility and note that they only expect to be full for a short duration over the peak season.*

9.13.5. *We are happy to support the proposal if:*

- *The layout is reconfigured to set back the development 23m from the stream edge, with fencing moved back to this boundary and the riparian planting widened (on mounds where required to protect the capping integrity).*
- *There is targeted weed control.*
- *All stock grazing of the riparian area is ceased and prevented.*
- *The proposed metalled area with the bins and kiosk is reduced and pulled back from the bank crest.*
- *There is a ban on NZMCA members camping with pets - particularly cats.*
- *There is mana whenua engagement and mana whenua confirm their support.*

9.14 Following a request for further information regarding the matters above, the applicant responded with the key aspect identified below as follows:<sup>11</sup>

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<sup>11</sup> Applicant’s agent, pers. comm., 3 August 2022.

- 9.14.1. *The proposal cannot meet the 23 m setback standard hence the application for a restricted discretionary activity. There is already existing fencing located along the strip of riparian planting onsite. The NZMCA will install new fencing around the park and as per the site plan, members will have the ability to park on grassed areas close to this fence line.*
- 9.14.2. *The existing vegetation on the riparian strip alongside the Mangapiko Stream is substantial and well established. However, NZMCA can undertake infill gap planting (if required) only along strip located adjacent to the length of the boundary of the proposal park.*
- 9.14.3. *A commitment to installing bait stations and monitoring them (pest control)*
- 9.14.4. *The bins and kiosk area will be located on an existing gravel hardstand area constructed associated with the Pioneer Village Wastewater Project. The works will not go over or beyond the existing areas.*
- 9.14.5. *There is already existing fencing between the land parcel and the riparian area of the Mangapiko stream. The NZMCA will put a fence around the park boundary and no stock/grazing will be permitted within the park. It should be noted that WDC may have other leaseholders who actually use the remaining portion of the land parcel for grazing purposes. The responsibility to ensure stock does go within the riparian areas falls upon the other leaseholders as opposed to NZMCA.*
- 9.14.6. *All pets will be on leads at all times and signage will be installed to remind members of this rule. It is noted that the site is located within the rural zone with neighbouring property owners having dogs, cats and other domestic animals located on their properties.*
- 9.15 Council reserves team following a second site inspection have responded with the following revised position *We are generally comfortable if the proposal incorporates an esplanade of at least 20m from the stream edge. This area should be fenced off and excluded from the camping activity and infill planting undertaken to improve the riparian margin. For clarity, where the existing fence line provides a distance greater than 20m, this should be retained, with the fence line altered only in order to achieve that minimum 20m distance. A portion of the activity will be positioned close to the tributary that feeds into the Mangapiko (the “Daphne Street Gully”). We have concerns with the metal hardstand parking area that is proposed to be established adjacent to the gully and stream, being within 23m of that tributary, and would like to see this area left as grassed area while still enabling provision for vehicle-based camping to occur in this location weather permitting.*

### **Infrastructure**

- 9.16 Council’s Waters Asset Engineers Mr Robin Walker and Tony Coutts have reviewed the application and provided comments in relation to the Council infrastructure services which relate to the site. The site is identified as a utility allotment and is currently Council owned land, occupancy of the area as proposed is not precluded, however due consideration needs to be given to the continued operation of this infrastructure by Council.

- 9.16.1. The main trunk wastewater/sewer lines from Te Awamutu and Kihikihi (before the treatment plant) transect the site and these are identified as highly critical assets. Council will need to be able to undertake inspections and maintenance of the underground infrastructure on an ongoing basis. Asset renewals/upgrades/future replacements are also likely over time in this area which will need to be undertaken as necessary to maintain the operational function of the asset. Depending on the scale of the works there is likely some periodic effects to possible occupants of the park, this may include temporary closure of the facilities to avoid amenity issues during works. If significant works are required excavation of the lines may also be necessary.
- 9.16.2. Effective protection of the infrastructure will need to be achieved through the application and giving effect to the consent. Council's Water Assets team will need confirmation from the applicant that the activity including potential loads from trafficking over and parking in the vicinity of the pipeline are managed and effectively controlled. The depths of the pipelines vary across the site and one of the mains is a large concrete line that was constructed circa 1972, therefore is likely to require additional survey and protection of the infrastructure such as sealing for the areas over the pipes. These aspects will need to be confirmed with Council's Asset team.
- 9.16.3. Infiltration from Stormwater will also need to be appropriately managed on site.
- 9.16.4. As the site is rural wastewater or on demand water connections are not normally provided by council. The proposed connection point to the manhole on the main wastewater pipe is quite unlikely to be approved as the criticality of the asset is such that direct connections are not normally supported. The pipe also operates under surcharge at times and therefore this proposed dump station as proposed would not be a suitable and a redesign of this aspect of the proposal will be necessary. Council staff will work with the applicant to determine whether there are any viable alternatives for a connection on the site noting that a wastewater connection of this nature in the rural zone would need to be considered as trade waste.
- 9.16.5. Daphne Street Stream Gully – this is Waipā operated and maintained so periodic access for machinery to clear the gully and the culvert under Pirongia Road. This has previously been done from the driveway of the site so provision for this will need to be to do this (approximately once every 10 years) plus consideration to landscaping not precluding this will be required.
- 9.16.6. No stormwater connection is available. Onsite management of stormwater may be necessary if the area of impervious surfaces is increased, direct effects to the wastewater infrastructure, Mangipiko Stream or Daphne Gully should be avoided or mitigated, a stormwater management plan may therefore be necessary.
- 9.17 Mr Coutts has provided proposed conditions in relation to this infrastructure.

## **10 ACTUAL AND POTENTIAL EFFECTS ON THE ENVIRONMENT OF ALLOWING THE ACTIVITIES**

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- 10.1 I provide my summary of the applicant's assessment of the potential environmental effects from the proposed activities below.



## Change in Land Use

- 10.2 The proposal involves the establishment and operation of a motor caravan park as a recreational activity in an area that is currently zoned rural and used for grazing livestock.
- 10.3 Wider effects associated with visual amenity are not anticipated by the proposal given the context of the site as described by the applicant (and which I generally agree with).
- 10.4 The change in land use proposed by the application, however, does constitute a change in the visual appearance of the site locally and provides for motorhomes and caravans using the site with the movement of vehicles utilising the access and loop road to park.
- 10.5 This change will be most notable for the immediately adjacent properties who previously have had largely unobstructed views across rural land. The proposal will have a notable effect on the visual appearance / amenity of the immediate area and those most affected by the degree of change have submitted in opposition being Mr and Mrs Bosson and Mr Old.
- 10.6 Because of the site's history (landfill) and current land use zoning (rural) with significant underground infrastructure, I consider that members of the local community would reasonably anticipate that land to remain as grazing.
- 10.7 As part of the proposal, the applicant has given consideration to the changes in amenity and line of site from the adjoining properties. Landscaping is proposed by the Applicant for the peripheral areas of the park which is to be established in accordance with the Landscaping plan provided with the application and summarised here for ease of reference.
- 10.8 Landscaping is proposed along the western boundary of the park to provide additional screening of the activity from the neighbouring properties located at 4 and 5/28 Pirongia Road and to enhance the overall amenity of the site. The application proposed the use of Native trees which will be planted around the park boundary (for amenity and screening purposes) and planted mounds providing visual enhancement of the parking areas proposed within the site. Irrigation will be provided to planted areas to ensure the plants remain healthy over drier months and during summer periods as required. Planting on raised mounds also serves to maintain the landfill site integrity.
- 10.9 Fencing is also proposed around the boundary of the park which includes shallow post and rail type fencing along the northern and western boundaries of the park with batten and wire fencing along the eastern boundary.
- 10.10 Based on the proposed application there will also be a mix of grassed parking bays and metaled areas located through the park as indicated by the Applicant's layout plan.
- 10.11 This landscaping as proposed seems appropriate in the context of the site development and from the information provided will provide an increase in overall amenity and soften the site by providing amenity planting and screening. Additional requested information regarding sight lines and cross sections provides further details about the

likely effectiveness of landscaping and planted mounds once landscaping is established.

- 10.12 I acknowledge that amendments have been made to the layout and landscaping to accommodate concerns of neighbouring parties. I also agree with the applicant that the mitigation planting as well as measures to minimise development of structures onsite will assist in the visual integration of the development into its rural environment. While these aspects will go some way to reducing the level of effects, in my view there is still a residual effect on rural amenity which is considered minor.
- 10.13 The configuration of parking areas as specified by the applicant indicate that the vehicles would be parked more than 9 m away from the property boundaries to the west being 4 Pirongia Road and 5/28 Pirongia Road, in order to maintain a farming access. Parking in this area may be partially offset by the landscaping proposed.
- 10.14 In my view further improvements could be made by considering the use of close boarded fencing or similar for screening of the area of the access leg that passes beside the Bosson Dwelling at 4 Pirongia Road and for the area immediately east of their dwelling and outdoor living areas to maintain more effective privacy for their lifestyle property.

#### **Noise**

- 10.15 I generally agree with the applicant's assessment regarding noise effects:<sup>12</sup>

*The proposal is for a passive recreational activity within the rural zone. The principal activity is quite [sic] in nature with noise primarily generated from vehicle movements, members conversing and interacting with each other and the occasional use of gas-powered generators. NZMCA parks are characterised by their generally passive and quiet environment which reflects the attractiveness of these facilities for members wanting to camp in safe and peaceful locations.*

...

*To maintain the rural environment and limit night-time disturbances, generators will only be used onsite between the hours 8.00am and 8.00pm for limited periods of time.*

- 10.16 The use of generators will need to be limited via conditions to not operate past 8pm.
- 10.17 The applicant has provided information as part of the application which indicates that compliance with noise standards has been readily achieved at other locations. NZMCA members are obligated to comply with the membership code of conduct and environmental care code. The codes set out expectations that members treat others with respect, courtesy and avoid causing visual and noise pollution.
- 10.18 Given the typical demographic of people likely to use proposed park, I agree that noise generated from the activity are likely to be associated with more passive recreational activities such as small social interactions including person to person communications

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<sup>12</sup> Assessment of Environmental Effects – Proposal. 8 June 2022. Prepared for Waipa District Council by New Zealand Motor Caravan Association., Section 5.4.

and small gatherings over a short duration and will likely be able to meet the limits under the Waipā District Plan and are likely to be less than minor.

- 10.19 The Council's Environmental Health Officer initially raised concerns around the property operating as a formal camping ground open to the public has advised that the compliance with the noise standards will require self-monitoring to be effective. As such, I consider that compliance with the rural noise standards is included as condition of consent and includes limits on the operation of generators within the site.
- 10.20 Under the Waipā District Plan, noise generated from activities in the rural zone has a threshold of 50dBA (Leq) during the daytime (7.00am to 10.00pm), and 40dBA (Leq) during the night-time hours (10.00pm to 7.00am), with the allowable night-time single noise event being 70dBA (Lmax). NZMCA have indicated in its application that it operates many around the country with several located within the rural zone of the various districts.
- 10.21 One additional aspect that for me is relevant to the proposal is the movement of traffic, I suggest that the applicant shall advise members that entry to the park for overnight stays should be achieved before 10pm for motor homes/ motor caravans. This could be included on signage and would provide an acknowledgement of the longer access leg past a residential property. Whilst this may not be able to be a blanket restriction on vehicle movements, lighter vehicles such as cars returning from dinner after 10pm etc. would be less obtrusive and result in less amenity effects, particularly in relation to noise.
- 10.22 I understand that the applicant may present further specific acoustic information to the hearing as a result of the submission received.

### **Historic Landfill**

- 10.23 The applicant has provided a Detailed Site Investigation in relation to contaminated soils and the change of use of a HAIL property which is included with the application and referenced in this report. This technical assessment by WSP has been reviewed by Council's consultant 4sight who is comfortable with the information provided in relation to human health aspects associated with soil contamination.
- 10.24 In response to a request for further information the applicant has commissioned HD Geo's technical assessment report which assess the risk of land fill gas. This technical report concluded that there is no evidence to suggest that the proposal will pose a risk to human health from landfill gas if the proposed development is properly managed during development and continues to be properly managed for the final proposed land use (motor caravan parking site).<sup>13</sup> Ms Isles from 4sight has also reviewed this assessment on behalf of Council and concludes that subject to conditions the risk of landfill gas as determined by the HD Geo investigation is low.
- 10.25 I am reliant on the assessment of Ms Isles in this regard and based on her assessment consider the effects to be minor and support the conditions proposed by Ms Isles.

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<sup>13</sup> HD Geo. 11 May 2023. Te Awamutu South Closed Landfill – Landfill Gas Technical Report. REV 1. Project No: HD2798. Prepared for New Zealand Motor Caravan Association.



- 10.26 I have also considered the issue of potential surface subsidence and the potential for this to adversely impact on the integrity of the landfill and whether the parking of motor vehicles will have any impact on the underlying materials.
- 10.27 Landfills by nature are dynamic environments. Reports available are inconclusive as to types of materials disposed of to ground at this historic landfill site, however given the age of the landfill, it is reasonable to assume that this could have included all forms of refuse material and some materials such as concrete, plastics, glass and car parts have been noted in the face of the gully areas. Materials that have been previously dumped have differing rates of decomposition or decay. In the situation of the site the landfill site has been closed and capped for an extended duration circa 50 years. During this time, it is reasonable to assume that easily degraded materials have broken down and any gases generally dispersed. It is also reasonable to assume that other materials will still be present and may create a range of potential hazards and therefore the integrity of the landfill capping is an important consideration.
- 10.28 It is however noted from bore sampling undertaken that the presence of a clay capping material has not been confirmed, instead bore logs would suggest the use of silty sands in densely compacted layers have been utilised to cover the underlying material. Closure of the landfill and ongoing monitoring of the site is still undertaken in relation the regional consents, so I am generally comfortable that this was concluded appropriately and therefore not of direct concern to this application.
- 10.29 This type of capping material however can be subject to more settlement and from my site inspection there was evidence of shallow surface subsidence in some areas. There was no evidence noted of slumping or larger scale settlement that would suggest to me that there is a high risk, however it is considered that this will need further consideration as part of the consent.
- 10.30 NZMCA have provided an engineering assessment of the landfill stability in response to a request for further information. This assessment as prepared by Mr Talbot an Engineer affiliated to the NZMCA. A summary of his assessment is outlined in section 9 above. I consider this assessment to be a fair representation of the closed landfill and soils used for capping of the landfill. In his assessment he considers that the loading from motor homes will not affect the integrity of the landfill capping materials and that the use of a geotextile material under metalled areas will also assist with disbursement of the point loads. I accept this report as being a suitable assessment of this aspect as ultimately it potentially affects the end users of the site however, I would also like to see additional monitoring of this aspect so that if additional settlement becomes an issue of concern in the future, this can be appropriately addressed.

## **Earthworks**

- 10.31 Construction earthworks are relatively minor in scale. They are needed for the gravelled ring road around the site and some of the parking areas located around the peripheral of the site. The ring road will need to be undercut to remove topsoil 0.1 m to 0.25 m below existing ground level and allow the placement of a gravel surface.
- 10.32 The applicant has estimated the following earthworks volume based on an area of 1517m<sup>2</sup> for the ring road, the expected volume of soil disturbance is between 151.7m<sup>3</sup>

and 379.25m<sup>3</sup>. The metalled parking areas will result in land disturbance of approximately 534m<sup>3</sup>.

- 10.33 The proposed earthworks in the Rural Zone will comply with Rule 4.4.2.75 in the Waipā District Plan which permits earthworks that do not exceed a total volume of 1,000 m<sup>3</sup> for a single activity. However, the earthworks and associated soil disturbance relate to a contaminated site with monitoring results showing contamination above background levels. Therefore, the provisions of the NES-CS apply. Based on the area of the site a consent is required for soil disturbance on a contaminated site under Regulation 9(1) as a controlled activity.
- 10.34 The proposed earthworks will be near prior surface excavations to maintain the integrity of the landfill cap. That is, except for earthworks required for the wastewater dump station installation which will be overseen by a SQEP if able to provided, subject to acceptance by the water asset team.
- 10.35 Planted landscaping mounds will be built up within the loop road utilising additional soil located within the site and will likely mean all soil can be accommodated within the site without the need for disposal off site. Should disposal of excess material be required, this will require disposal at an authorised facility.
- 10.36 If any waste materials are encountered near the surface during the earthworks, these will also require removal to an appropriate facility at the applicant's expense.
- 10.37 Based on the above, I consider that the adverse effects of the earthworks proposed as part of the application will be less than minor.

### **Network Transportation Effects**

- 10.38 NZMCA has provided a simple ITA as Appendix E to their Application as prepared by Mr Talbot. The report references an Opus Report commissioned to consider occupancy and indicative vehicle movements from observations at other NZMCA Parks, peak movements and likely vehicle movement patterns. NZMCA anticipate the park will operate at less than 50% max capacity for the majority of the year and therefore the park should generate, on average, less than 75 vmpd. The report also considers that occupancy at this level will be of much less frequency and will only occur during special events, public holidays and intermittently throughout the peak season.
- 10.39 I accept that occupancy rates will vary and likely be seasonally dependant. Estimates provided by the NZMCA based on other similar sites within the wider Waikato region suggest that the park is expected to operate at 50 percent, or less, capacity for most of the year.
- 10.40 Mr Talbot's report also considers the available site lines at the entrance and concludes that these are appropriate for the 50km/hr speed environment in this section of Pirongia Road. A wider entranceway (7.5m width) and associated pull of area are proposed at the entrance.
- 10.41 For context I include the following figures which indicate the proposed site entrance and the receiving environment.



*Figure 9: Existing Entrance viewed from Pirongia Road*



*Figure 10: looking from the entrance across Pirongia Road to Frontier Drive opposite.*



- 10.42 For all transportation and roading aspects I am relying on the expertise of those that have provided information through to me as part of the assessment. I agree with Waipā District Council's Development Engineer's, Ms Yu Hu, assessment of the application regarding the proposal's potential impact on local traffic and consider that transport related effects will be acceptable in the context of Pirongia Road.
- 10.43 The safety of the access and number of vehicle movements has been raised in the submission of Mr and Mrs Bosson who are concerned with the lack of visibility, particularly to the vertical curve (dip) in the road where it crests on the hill to the north of the access. The concern raised is also in relation to the turning of larger vehicles given this limitation to visibility and the position on the road opposite Frontier Drive which relates to a new subdivision.
- 10.44 Based on the concerns raised in submission, in preparing this report, further clarification was sought from Council. The author of the original development engineering assessment has since left employment at Council and as such the application as proposed has also been confirmed with Mr Bryan Hudson, Council's Roading Corridor Manager who has advised the sightlines and entrance proposed by the applicant are appropriate for the volume of vehicles anticipated and has raised no further concerns in this regard. Further development engineering support will also be available to the commissioner during the hearing for further guidance.

#### **Internal Traffic Effects**

- 10.45 The Internal movement of traffic into and exiting the site is via a long access leg. Sections of this access leg are notably narrow and this will allow only single lane access at any given time. A minimum formation of 3.5m can be achieved and the applicant has proposed passing/stopping bays at each end of the access leg to allow vehicles to pass which can also be conditioned appropriately. In my view having visited the site the applicant should further address the available sightlines down the length of the access. This aspect could be improved by reconfiguration of the current gate, improved fencing at the entrance and some minor removal of vegetation.
- 10.46 Given the constrained nature of the access leg and the presence of the Daphne Street Gully to the south of this access leg, further confirmation of the design and protection of the gully edge given the larger vehicles utilising the access would also be necessary prior to the activity being established, this should also confirm whether any additional retaining is needed for safety of the users.



*Figure 11 End of the Access leg looking towards Pirongia Road when viewed from the subject site near the western boundary.*

- 10.47 There is also an amenity effect associated with the change in use, being the notable increase in occupancy of the area which introduces vehicles which will pass down the access more frequently. The effects of transportation on amenity are noted.
- 10.48 I consider that regular movement of vehicles will also be a distinct change in context to the current site accessway. I consider that this will have a minor effect on the rural character and amenity of the site and adjoining properties. As the site is a rear site, the movement of vehicles to access the site will create additional effects to the residential property at 4 Pirongia Road.
- 10.49 The first section of the access is at a lower elevation and as such the effects are lower, however as the access continues to the subject site it opens up to the adjoining property at 4 Pirongia Road as owned by Mr and Mrs Bosson. This area of the site will require additional mitigation with additional landscaping as proposed in the application however, it would also benefit from the placement of an acoustic style fence to reduce the noise associated with vehicle movements and reduce the effects of headlight glare. With additional mitigation, the adverse effects in my view can be significantly reduced to an acceptable level.
- 10.50 Internal access within the site and parking areas will be needed to be formed to a dust free standard to prevent dust nuisance to the adjoining properties. Appropriate conditions of consent have been recommended by Council's Development Engineer in this regard.

## Signage

10.51 NZMCA intends to place signs at the Pirongia Road accessway to show its members the location of the park, at the park gates and within the site. A total of seven signs are proposed:

- A ≤2m<sup>2</sup> directional sign located on a 2m high pole at the corner of Pirongia Road and the park entrance;
- A ≤2m<sup>2</sup> welcome sign located next to the main entrance gate;
- A 0.2m<sup>2</sup> sign located at the gate reminding visitors that access is restricted to NZMCA members only;
- A 0.5m<sup>2</sup> hazard sign located next to the main entrance gate;
- A 2m<sup>2</sup> information sign fixed outside the kiosk;
- A 0.4m<sup>2</sup> 'one way' directional sign positioned at the intersection of the driveway and ring road advising members to turn left as they enter the park. The maximum height from the ground will be approximately 2m; and;
- A 0.2m<sup>2</sup> sign near the entrance inside the gates of the park reminding members leaving the park to watch for pedestrians. This sign will not be visible from the road. The maximum height from the ground will be approximately 2m.

10.52 I consider that the level of signage and size proposed for mainly directional/informational signs visible from within the property is appropriate. While the outward facing signage is unable to meet the permitted activity standard in the Waipā District Plan, I consider that it is in keeping with the surrounding context and not considered visually obtrusive and is therefore considered less than minor. Clear signage at the point of entry will avoid confusion as to the point of entry to the site.

## Water and Wastewater

10.53 The applicant states that:<sup>14</sup>

*All NZMCA motorhomes and caravans using the site need to be self-contained with on-board freshwater tanks, wastewater tanks, and an accessible toilet. This ensures that all toilet and grey water waste is contained within the vehicle with no permitted discharge. A new dump station will be installed onsite for members use only. Members are required to empty their toilets and waste tanks at approved dump station. The dump station will be built to NZS 5465 requirements with a water trap to prevent the release of foul odours.*

*We understand the site may have water available. However, this is currently being investigated with Council's property services team. Members will have access to proper drinking water once we have established whether water can be drawn from the existing water source.*

10.54 I agree that the enforcement of self-containment by NZMCA members will prevent negative effects than can otherwise be associated with freedom camping and the

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<sup>14</sup> Assessment of Environmental Effects – Proposal. 8 June 2022. Prepared for Waipa District Council by New Zealand Motor Caravan Association., Section 3.5.



inappropriate use of grounds in the absence of toilet facilities. My understanding of self-containment certification would allow the site to be occupied without the need for a dump station, however this is an aspect that forms part of the proposal.

- 10.55 In preparing this report additional comments were sought from Council's asset team in relation to the use of the site given the presence of significant wastewater infrastructure. Council engineers have indicated (as summarised in section 9 above) the use of the site is not precluded; however, consideration needs to be given to the ongoing protection of strategic Council infrastructure assets.
- 10.56 Connection to Council reticulation for the purposes of a dump station as currently proposed will need to be reconsidered by NZMCA. The main wastewater line which traverses the site will not readily support such a connection due the critical nature of the infrastructure and the potential for surcharge to occur within the line. Redesign of this aspect in conjunction with Council Waters team is therefore necessary. A dump station connection may be able to be accommodated on the branch line as a trade waste connection, however this requires further investigation and confirmation with Waipā District Council staff.
- 10.57 The Water asset team have also raised concerns in relation to the loading of the pipeline and will require either a redesign of the proposal to reduce the trafficking across or above the line or further survey and protection of the asset as part of the design. This may result in areas of the access and parking areas to be formed with a sealed surface. Further conditions have been recommended in this regard requiring confirmation of the design in relation to the underground infrastructure. The layout of parking areas and changes to avoid the underground infrastructure are unlikely in my view to result in an increase in amenity effects if the mitigation discussed above as proposed by the applicant and additional mitigation requested by this report is adopted by the applicant.
- 10.58 Ongoing operational aspects also require protection with respect to the change in occupancy of the area associated with the proposal. Suitable conditions have also been recommended in this regard.

### **Stormwater**

- 10.59 The proposal may result in a minor increase in the rate of stormwater discharge from the site. The existing grassed paddock will be retained surrounding the park. The granular metalled ring road and some of the gravel parking areas around the site has the potential to generate an increase in stormwater.
- 10.60 I agree with the applicant's assessment of stormwater effects and that the design of the proposed park is relatively low impact with respect to stormwater and existing grassed areas and parking bays located within the site boundaries will provide surface water soakage.
- 10.61 Overall, I consider that stormwater can be adequately managed onsite without the need for additional stormwater management devices and adverse stormwater runoff effects from the site are likely to be less than minor. Filtration via ground and through

the planted riparian zone will also provide some treatment of water prior to discharging as groundwater.

- 10.62 Should any increase in impervious surfaces be noted due to areas of sealing, the applicant will need to provide an additional stormwater management plan.

### **Māori Cultural Values**

- 10.63 The location of the proposed motor caravan park is partially located within a cultural landscape alert area, an area significance to the Ngā Iwi Tōpū O Waipā. NZMCA will be leasing a portion of the land parcel from Waipā District Council. The scale of the earthworks will only be to the extent of locating the gravel ring road and providing some hardstand parking bays around the peripheral of the park.
- 10.64 Additional planting will be undertaken within the park boundaries (trees planted around the park and within the parking bays of the ring road) to provide improved and enhanced landscaping of the site. Fencing is proposed around the boundary of the park to prevent people from going and driving beyond the park boundaries. It will also prevent people from going beyond the site particularly towards the Mangapiko Stream. NZMCA have also offered to improve the landscaping along the riparian zone as part of their ongoing environmental program, this will provide an increase in landscape planting which will further improve the ecological corridor and riparian zone.
- 10.65 Waipā District Council initially advised Ngā Iwi Tōpū O Waipā of NZMCA's application in the interests of seeking feedback and initial comments relating to the project. No feedback was initially received; however, we understand discussion is ongoing with the applicant. The applicant should provide an update at the hearing.

### **Assessment of Environmental Effects Conclusion**

- 10.66 Having considered the proposed methodologies and management measures for the construction of the proposed motor caravan park in relation to the closed landfill, I accept that the adverse effects associated with the proposal will be generally less than minor except for the minor localised amenity effects associated with the change in use. Noise effects can be mitigated with conditions to enforce the Rural Zone noise standards of the Waipā District Plan. Regarding the operation of the motor caravan park, I consider that the effects on the transportation network are considered to be less than minor with the increase in vehicle movements unlikely to affect the safe and efficient operation of the roading network.
- 10.67 In conclusion, I consider that the effects of the proposed development and use of land on the environment can be appropriately mitigated or avoided subject to ongoing compliance with conditions of consent.
- 10.68 The application in my view has provided sufficient information to the commissioner to confirm that the adverse effects on the environment are no more than minor in satisfaction of Section 104D(1)(a) of the RMA.

## 11 WAIKATO REGIONAL POLICY STATEMENT AND REGIONAL PLAN

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11.1 The Regional Policy Statement (RPS) became largely operative on 1 October 2000. The RPS provides an overview of the significant resource management issues of the Waikato region and puts in place objectives, policies and methods to achieve integrated management of the natural and physical resources of the whole region.

11.2 I consider that the proposal is not contrary to the objectives and policies of the RPS.

## 12 WAIPA DISTRICT PLAN

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### 12.1 Objectives and Policies

12.1.1. I address the objectives and policies of the Waipā District Plan that are of particular relevance to NZMCA's application as follows.

#### Section 4 – Rural Zone

12.2 The relevant provisions in Section 4 of the Waipā District Plan are summarised below:

- Maintaining and enhancing the life-supporting capacity, health and well-being of rural land, ecosystems, soil and water resources (Objective 4.3.1 and Policies 4.3.1.1 - 4.3.1.6).
- Maintaining rural character and amenity (Objectives 4.3.7 and 4.3.8 and Policies 4.3.7.1, 4.3.7.2, 4.3.8.2).
- Ensuring that signs do not have an adverse impact on amenity values of the Rural Zone, landscape values, heritage values, or public safety (Objective 4.3.9 and Policies 4.3.9.1, 4.3.9.3, and 4.3.9.5).
- Enabling only non-farming activities that have a functional and compelling requirement to locate in the Rural Zone (Objective 4.3.12 and Policies 4.3.12.1 – 4.3.12.3).

### 12.3 Comments

12.3.1. Maintaining rural character and amenity are considered particularly relevant to an assessment of a non-complying activity which introduces a landuse not contemplated by the District Plan. With a change in use to recreation some effects to the rural area are anticipated.

12.3.2. The change in landuse proposed in the application, constitute a change in the visual appearance of the site and provides for motorhomes and caravans using the site with the movement of vehicles utilising the access and loop road to park. This change will be most notable for the immediately adjacent properties who previously have had an unobstructed view across rural land to the planting associated with the Mangapiko Stream. There is a localised effect to amenity that is considered minor. Landscape mitigation is proposed which will provide screening that in my view will retain the rural amenity of the area.

12.3.3. The site is also considered highly modified however, this is in relation to a former landuse and visible evidence of the closed landfill in a rural context are not significant as the site has been closed and capped. The application relates to a rear site which is boarded on two sides by a stream and associated riparian areas. Wider visibility of the site is restricted however as discussed in section 11 above.

12.3.4. Whether the application has demonstrated a functional and compelling need to be located in the Rural Zone is however a higher bar and the size of the site and need for larger areas to accommodate the proposed landuse is in my view the only aspect of note.

### **Section 16 – Transportation**

12.4 The relevant provisions in Section 16 of the Waipā District Plan are about providing adequate and well-located vehicle entrances, parking, loading and manoeuvring areas that contribute to the efficient functioning of a site and the adjacent transport network (Objective 16.3.4 and Policies 16.3.4.1 and 16.3.4.2) Objective 16.3.3 - Maintaining transport network efficiency.

12.4.1. Based on the information provided to me in relation the assessment of transportation effects, I consider that the application is not inconsistent with these objectives and policies.

### **Section 19 – Hazardous Substances and Contaminated Land**

12.5 The relevant provisions in Section 19 are about managing the risks of contaminated land (Objectives 19.3.2 and 19.3.3 and Policies 19.3.2.1 and 19.3.3.1).

12.5.1. Based on the various technical assessments and information provided to me in relation the use of the landfill (HAIL site) I consider that the application is not inconsistent with these objectives and policies.

### **Section 26 – Lakes and Water bodies**

12.6 The relevant provisions in Section 26 are about protecting the natural character of lakes and water bodies and their margins, from inappropriate use, and development (Objective 26.3.1 and Policy 26.3.1).

12.6.1. Established riparian planting will be fenced and maintained in relation to the application. Additional landscaping and planting of the riparian areas is also proposed by the applicant.

### **Overall Summary**

12.7 Overall, I consider that the proposed activities are generally consistent with the relevant objectives and policies in the Waipā District Plan however may not be able to demonstrate a compelling reason to be located in the Rural Zone.



## 13 CONCLUSION

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- 13.1 It is my view that the aspects raised in submissions in relation to amenity and use of the access leg can be addressed through suitable conditions and additional mitigation. I am satisfied with the use of the landfill site from both a contaminated soils aspect and in relation to the risk of landfill gas. Aspects relating to the use of site and protection of Council assets may require some amendments to be made to the site layout plan, however in my view these aspects can be accommodated through the layout or design of the facility except for the proposed dump station and connection to Council wastewater reticulation, which the NZMCA need to consider in relation to the proposal and available facilities for their members.
- 13.2 In conclusion, having considered the various matters of Sections 104 and 104D of the RMA, it is my view that the land use application by NZMCA to establish and operate a motor caravan park at 2 Pirongia Road, be granted, subject to conditions to avoid, remedy and/or mitigate the identified potential adverse effects.

## 14 RECOMMENDATION

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*That:*

- a) *The report of Craig Inskeep, Consultant Planner be received; and*
- b) *In consideration of Sections 104 and 104D, and pursuant to Sections 104B, 108 of the Resource Management Act 1991, and Regulation 8 of the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health the Waipa District Council grants consent for the land use application LU/0133/22 by New Zealand Motor Caravan Association (NZMCA) To Establish and Operate a Motor Caravan Park on the property at 2 Pirongia Road, legally described as PT ALOT 317 MANGAPIKO PSH Lot 3 DPS 62851 (Certificate of Title identifier SA15B/1092), subject to the following conditions included below:*

### **General**

- 1) That the development must be generally consistent with the approved application by NZMCA and plans prepared by Grey Matter on behalf of the NZ Motor Caravan Association, dated November 2021, unless otherwise altered by the conditions of the consent. A copy of the approved plan is attached.
- 2) Motorhomes and motor caravans entering the subject site must do so before 10pm each day. Motor caravans and Motor homes using the site must not remain parked on site for a period exceeding 5 days.

### **Accidental Discovery**

- 3) In the event of any artefacts or remains being discovered, the applicant must cease work in the area immediately and consult with tāngata whenua and other appropriate authorities in accordance with the provisions of the Heritage New Zealand Pouhere Taonga Act 2014. Any artefacts will be removed in accordance with appropriate iwi protocols and any legal requirements of the Heritage New

Zealand Pouhere Taonga Act 2014 which must be implemented prior to work recommencing in the location of the site of the artefacts or remains discovered.

### **Construction Management Plan**

- 4) Prior to construction activities commencing on site, the consent holder must provide a finalised Construction Management Plan to Council's Team Leader – Development Engineering for certification. The plan shall include, but is not limited to:
  - i. Site management arrangements
  - ii. Proposed construction program
  - iii. Construction methodologies
  - iv. Access, Manoeuvring and parking arrangements
  - v. Hazardous substance management
  - vi. Final detailed engineered design drawings
  - vii. Contaminated Site Management
  - viii. Traffic Management Plan

### **Contaminated Land**

- 5) All intrusive site development works must be completed in accordance with the contaminated Site Management Plan by HD Geo.
- 6) In the event of contamination discovery e.g., visible staining, waste material, odours and/or other conditions that indicate soil contamination, work must cease until a suitably qualified and experienced practitioner (contaminated land) has assessed the matter, advised of the appropriate remediation and/or disposal options for these soils and notified Waipā District Council;
- 7) Any excavation to a depth greater than 0.7 m bgl shall be overseen by a Suitably Qualified & Experienced Practitioner (SQEP);
- 8) Any soil removed from the site shall be disposed of at a suitably licenced landfill facility;
- 9) Following completion of the development, an Ongoing Site Management Plan (OSMP) shall be submitted by a SQEP to Council's Environmental Health Team Leader for certification detailing ongoing management procedures to protect site users from contaminated material. The OSMP shall be prepared in accordance with Contaminated Land Management Guideline No. 1 (MfE, 2021) and shall contain the following, at a minimum:
  - a) Identify areas of historic landfill material and relevant background information
  - b) Procedures for protection and regular inspection of the landfill cap; and
  - c) Any ongoing landfill monitoring required in accordance with existing closed landfill management consent conditions.

## Earthworks

- 10) The consent holder must ensure that appropriate erosion and sediment control measures are adopted to minimise any sediment leaving the site and entering any stormwater drains or waterway. The measures must be implemented and maintained for the full duration of construction works.
- 11) Prior to the commencement of any construction work, the consent holder must prepare an Erosion and Sediment Control Plan (ESCP) covering all earthwork associated with the consented development. The ESCP shall be designed by a suitably qualified person and certified by Council's Development Engineering Team Leader.
- 12) All earthworks must be carried out in accordance with the ESCP and good engineering practice and must:
  - a) Be carried out so as to provide sound foundations required under NZS:4431:1989 and avoid any hazard to persons or property;
  - b) Be carried out so as to avoid or mitigate any detrimental effect on the environment particularly with regard to the dust, the unnecessary destruction of vegetation, the contamination of natural water or the diversion of surface or ground water flows or abrupt changes in ground level in such a manner that adjoining properties or land uses will be detrimentally affected.
  - c) Earthworks must not obstruct or divert any stormwater overland flow path or result in changed stormwater drainage patterns on adjacent land in different ownership;
  - d) All earthworks and construction works must be restricted to the hours between 7.30 am to 6:00 pm Monday to Saturday. No such work shall occur on Sundays or public holidays.
  - e) Vibration emanating from a site shall meet the limits recommended in and be measured and assessed in accordance with German Standard DIN 4150-3 and the British Standard BS 5228-2.
  - f) Be carried out in accordance with the standards set out in the Regional Infrastructure Technical Specification for formation and construction standards.
  - g) When the earthworks associated with the site are completed the consent holder must supply a plan to the Council's Team Leader - Development Engineering showing the location, staging and depths of the cuts and fills.
  - h) Adequate dust control measures must be in place at all times so as to minimise any nuisance to nearby properties.
- 13) All public roads shall be kept clean and free from silt and sediment tracked from the site.

## Abandoned Works

- 14) If work on site is abandoned or delayed by a period of more than 3 months, adequate preventative and remedial measures must be undertaken to control

sediment discharge, dust and any adverse visual effects and must thereafter be maintained for so long as necessary. In particular, the site must be covered by a vegetative cover which has obtained a density of more than 80% of a normal pasture sward. All other such measures must be of a type and to a standard which are to the satisfaction of the Council's Team Leader – Development Engineering

### **Notification to Neighbours**

- 15) The consent holder must advise, in writing, no less than 5 days prior to construction works commencing, the occupiers of all neighbouring buildings within 50m of the subject site boundaries. The advice must include the expected duration of the project, the times when noisy works will occur, the working hours and a contact phone number for queries or complaints regarding noise and vibration. A copy of the written advice must be provided to the Council's Team Leader – Development Engineering.

### **Reinstatement**

- 16) All areas of bare earth (no longer required for construction purposes) shall be revegetated or regrassed as soon as practicably possible.

### **Landscaping**

- 17) The consent holder must prepare and submit a landscape plan to Council's Consents Team Leader for certification not less than 10 working days prior to the commencement of earthworks. The consent holder shall then implement the certified landscape plan within the first 12 months of occupancy.

The landscape plan must include, but not limited to:

- a) The tree species to be planted including indicative height, depth and location of planting;
  - b) Details of any bunding proposed;
  - c) b) Ongoing maintenance, including replacements of dead, diseased plants; and
  - d) c) Fencing location and type;
  - e) d) Details of proposed maintenance and weed control;
  - f) e) Any additional riparian planting to be undertaken.
- 18) Landscaping must be retained for the duration of the motor caravan park operating from the property, including replacement of any plants which have perished, are removed or become damaged or diseased.
  - 19) For the area of the western boundary with 4 Pirongia Road for a distance of 80m north of the boundary from the southern boundary of the common boundary with the access leg to the subject site, the consent holder must construct a 2.5m high close boarded screen fence.
  - 20) For the area immediately adjacent to the southern boundary of 4 Pirongia Road adjoining the access leg to the site, the consent holder must construct a 2.5m acoustic fence 60m in length which extends eastward from the change in angle



of the common boundary in the immediate vicinity of the dwelling situated on 4 Pirongia Road.

- 21) Animals entering the park with motor caravans and motorhomes must be restricted to dogs only, cats are not permitted due to biodiversity corridors in proximity to the site. Dogs must remain under control and on leads/ restrained at all times when outside vehicles.

### **Council Infrastructure**

- 22) The consent holder must provide continual access to Council staff for the purposes of asset inspections and general maintenance activities associated with Council wastewater infrastructure on the subject site.
- 23) Any large-scale scheduled maintenance activities or upgrades to underground wastewater infrastructure, suitable accommodation must be made by the consent holder for the works to be completed onsite. Works may include significant excavations and may require the consent holder to temporarily close the motor caravan park to its members. In the event there is an emergency failure of the line or an event resulting in an adverse effect the consent holder must close the park until the aspect of concern is suitably resolved.
- 24) The consent holder shall take all reasonable step to maintain the integrity of the underground infrastructure within the site to the satisfaction of Council's Water Asset Manager. This may include but not limited to additional survey of the depth and condition of Council's assets, redesign of the site layout plan or demonstration of any loading above the pipe so as not to result in adverse effects from settlement associated with the movement or parking of vehicles and/or localised protection at the surface of the underground wastewater infrastructure particularly in higher volume areas of the site or as necessary to protect the ongoing integrity of the infrastructure.

### **Dust**

- 25) That as a result of activities authorised by this resource consent, there must be no discharge of dust to air that causes an objectionable or offensive effect beyond the site boundary. If offensive or objectionable dust emissions do occur beyond the site boundaries, the dust-causing activity must cease immediately and must not recommence until appropriate measures have been put in place to prevent recurrence of a similar event.

#### Advice Note:

*That, for the purposes of this consent condition, the Waipā District Council will consider an effect that is objectionable or offensive to have occurred if any appropriately experienced officer of the Waipā District Council determines it so after having regard to:*

- *The frequency, intensity, duration, location and effect of the dust emissions, and/or*
- *Receipt of complaints from neighbours or the public, and/or*
- *Where relevant written advice from an experienced officer of the Waikato Regional Council or the Waikato District Health Board has been issued.*

## **Entrance**

- 26) The consent holder must upgrade and maintain the vehicle entrance prior to occupation of the site to a commercial strength vehicle entrance. All maintenance work, inclusive of seal maintenance, is to be completed to the satisfaction of the Council's Team Leader – Development Engineering and shall be at the consent holder's expense.
- a) A vehicle crossing application will need to be completed.
  - b) All work must be completed by a Council approved contractor.

## **Design, construct and maintain access way, internal circulation, and car park**

- 27) The consent holder must submit Design/construction plans for the proposed access way, internal circulation and parking areas shown on approved plans. The Design/Construction plans must be submitted to Council for certification prior to carrying out any construction work required by this consent. All work shall be designed, constructed, completed, and maintained at the consent holders' expense.
- 28) The submitted plans must include, but are not limited to:
- a) Pavement design – based on testing of the existing ground;
  - b) Test results of in-situ ground for the portion of new pavement to be constructed;
  - c) Surface treatment (dust-free); and
  - d) Markings and signs.

### ***Advice Notes:***

#### ***Access way, internal circulation and carpark Design***

*Any work that is required to be carried out shall be in accordance with the Regional Infrastructure and Technical Specification (RITS) and shall be at the consent holders' expense.*

#### **Quality assurance certificates**

- 29) Within 3 months of completion of the carpark areas required under Condition Design, construct and maintain access way, internal circulation, and park area above, Quality Assurance Certificates from a suitability qualified and experienced professional shall be completed, signed and submitted to Council's Team Leader – Development Engineering for acceptance.

#### **Submit water reticulation design**

- 30) The consent holder must submit Design/construction plans for the water reticulation system to supply the proposed park shown on the approved plans. The Design/Construction plans must be submitted to Council for certification prior to carrying out any construction work required by this consent. This system shall be designed to the satisfaction of Council's Team Leader – Development Engineering and shall be at the consent holder's expense. The submitted plans shall include, but is not limited to:

- a) Reticulation layout;
- b) Pipe size, material, and pressure ratings;
- c) Valves and fittings details;

**Advice Notes:**

**Water Design**

*The Regional Infrastructure and Technical Specification (RITS) sets out a means of compliance for the design and construction of all water infrastructure assets.*

**Construct water reticulation**

- 31) The consent holder must construct water reticulation as per the certified design/construction submitted under 'Submit water reticulation design' condition above and to the satisfaction of Council's Team Leader – Development Engineering at the consent holder's expense.

**Quality assurance certificates**

- 32) Within 3 months of completion of the water reticulation required under Condition 'Construct water reticulation' above, Quality Assurance Certificates from a suitably qualified and experienced professional shall be completed, signed and submitted to Council's Team Leader – Development Engineering for acceptance.

**Advice Notes:**

**Connection to Council's main procedure**

*To ensure the new infrastructure constructed can connect to council infrastructure safely and comply to the New Zealand Drinking Water Standards 2005 (Revised 2018), the consent holder shall complete a network shutdown request and submit to development engineering, councils shut down applications forms:*

*Shutdown request: WS-WSU-07 a(F) – APPENDIX A*

*Shutdown methodology: WS-WSU-07 b(F) – APPENDIX B*

*(These forms can be provided upon request)*

*As part of these applications requirements, the consent holder will need to provide the compliant pressure and water quality tests 3 days before the selected date. This is to ensure correct notifications to affected parties can be undertaken. The consent holder shall also identify any potential high-risk water users and undertake direct liaison with them.*

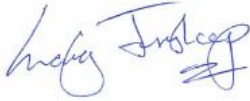
- 33) The consent holder must arrange and agree the suitability of a wastewater connection with Council Water Asset Manager prior to the installation of any separate wastewater connection/dump station installation to PT allot 317 Mangapiko PSH Lot 3 DPS 62851. A connection is not guaranteed by this process as the suitability of a connection into high volume wastewater mains shall be determined prior to the satisfaction of Council's Water Asset Manager.

**Advice Note: Wastewater Separate connection**

*An administrative, and inspection fee will apply to the application. All work is to be completed by a registered drain layer. An inspection is required prior to any backfill.*

### **Advisory Note**

Waikato Regional Council's "Erosion & Sediment Control, Guidelines for Soil Disturbing Activities" which can be found at <http://www.waikatoregion.govt.nz>. This guideline is relevant to all construction sites. The design guideline covers cutting tracks, culverts, sediment control measures, such as silt fences, detention ponds, earth bunds, guidelines for re-vegetation.



Craig Inskeep  
**CONSULTANT PLANNER**

**Reviewed for Release to the Hearings Commissioner by**



Quentin Budd  
**CONSENTS TEAM LEADER**



Wayne Allan  
**GROUP MANAGER DISTRICT GROWTH & REGULATORY SERVICES**