Stratum
CONSULTANTS

Resource Consent for Industrial Activities within the Te Puna Business Park Structure Plan Area

Tinex Group Limited

245 Te Puna Station Road, Te Puna

423022-M-P-C100

8 February 2023

Western Bay of Plenty District Council
Private Bag 12803
Tauranga Mail Centre
TAURANGA 3143

Attention: Resource Consents Manager – Natasha Ryburn

Dear Natasha,

Resource Consent Application for Industrial Activities within the Te Puna Business Park Structure Plan Area
TINEX Group Limited
245 Te Puna Station Road, Te Puna

Please find enclosed on behalf of the applicant, **TINEX Group Limited**, a resource consent application to undertake Industrial Activities on a site located within the Te Puna Business Park Structure Plan.

Four existing activities have been established on the subject site at 245 Te Puna Station Road, prior to some of the Te Puna Business Park Structure Plan requirements being met. The applicant company retrospectively seeks a consent to allow these four activities to continue operate until such time as the Structure Plan requirements are completed and/or resource consent is granted for a waiver. A current application for a waiver of some structure plan requirements is being processed by WBOPDC (RC12979). This application is intended to authorise the various non-compliances such that additional activities can operate into the future on the site.

This current application has a much narrower focus (the existing activities only) and is made pursuant to Section 88 of the Resource Management Act 1991. It incorporates all information required by Form 9 and Schedule 4 of the Act.

We understand Council will invoice the processing fees prior to the release of the decision.

We trust the attached information is satisfactory and look forward to your favourable response.
If you have any further queries, please do not hesitate to contact the writer on (07) 571 4500.

Yours Faithfully,

Director
Stratum Consultants Ltd

Executive Summary

To:	Western Bay of Plenty District Council
Applicant:	TINEX Group Limited
Location:	245 Te Puna Station Road, Te Puna
Legal Description:	Lot 2 DP 22158 (RT SA22C/188)
The Proposal:	Resource Consent for Landuse Activities currently being undertaken within the Te Puna Business Park Structure Plan Area at 245 Te Puna Station Road
Zoning:	Industrial (Te Puna Business Park Structure Plan Area)
Activity Status:	Development Preceding Fulfilment of Structure Plan Requirements - Non-Complying Activity pursuant to 21.3.12(c) of the Operative Western Bay of Plenty District Plan. Retention of Metalled Yard Areas - Restricted Discretionary Activity under Rule 4B.3.2(a) of the Operative Western Bay of Plenty District Plan.
Address for Service:	TINEX Group Ltd C/- Stratum Consultants Ltd PO Box 13651 **Tauranga 3141** Attention: Shae Crossan Tel: (07) 571 4500 Email: shae.crossan@stratum.nz

LIST OF ATTACHMENTS

APPENDIX A	Record of Title
APPENDIX B	Site Plan
APPENDIX C	Transportation Assessment Report
APPENDIX D	Waka Kotahi NZTA Written Approval
APPENDIX E	WBOPDC Memorandum of Agreement
APPENDIX F	Landscape & Visual Assessment & Landscape Management Plan
APPENDIX G	Acoustic Assessment
APPENDIX H	Stormwater Assessment

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Resource Consent Application

1.0 INTRODUCTION

Pursuant to Section 88 of the Resource Management Act 1991 (the Act), **Stratum Consultants Limited** applies to the Western Bay of Plenty District Council for resource consent on behalf of the **TINEX Group Limited ("the applicant").**

The subject site is one of three properties zoned Industrial and located within the Te Puna Business Park Structure Plan area. The Structure Plan requires roading upgrades, landscaping, stormwater management and water infrastructure to be established prior to the commencement of activities within the Business Park.

Four existing activities have, however, been established on the subject site at 245 Te Puna Station Road, prior to some of the Structure Plan requirements being met.

The applicant company seeks a consent to retrospectively allow these four activities to continue operate until such time as the Structure Plan requirements are completed and/or resource consent is granted for a waiver of the relevant Structure Plan requirements.

A consent application for a waiver of some of the Structure Plan requirements has currently been lodged and is being processed by WBOPDC (RC12979). A separate retrospective earthworks consent for certain filling undertaken on the site has also been lodged and is being processed by WBOPDC (RC13474). Details of these consent applications are discussed further in Section 2.3 of the application.

Given the currently occurring activities will only require their own consent until the Structure Plan requirements are met and/or resource consent is granted for a waiver of the relevant Structure Plan requirements, a consent period of two years only is sought. This is considered sufficient time to obtain consent for applications RC12979 and RC13474, secure the relevant engineering approvals, and complete the physical construction works required under those consents.

The proposal to which this consent application relates is further described in detail in the following sections.

2.0 SITE DESCRIPTION

2.1 Legal Description

The subject site is owned by Barry Care Daniel, Beth Mary Daniel and GI Finlay Trustee Limited and is legally described as:

- Lot 2 DP 22158 held in Record of Title (RT) SA22C/188 with a total area of 12.2043ha.

TINEX Group Limited as the applicant, are the legal owner's development company.

There are no registrations on the RT that will affect the proposed development.

A copy of the RT is attached at Appendix A.

2.2 Physical Description

The subject site is located on Te Puna Station Road, Te Puna.

The site is served by two existing vehicles entrances, an existing sealed vehicle entrance at No. 245 Te Puna Station Road which serves the existing dwelling and accessory buildings (e.g. implement sheds) in the west; and an existing metalled vehicle entrance in the east of the site at 205 Te Puna Station Road, which serves the area currently used for the four Industrial activities and is intended to be used as the main entrance for the future development of the site.

As previously advised, the applicant commenced development of the site some time ago (initially through the placement of fill that was authorised by a regional consent held at the time), and four industrial activities are currently occupying the site in the eastern area. These activities comprise two house/building material storage operations, a swimming pool shell storage yard, and a tyre storage yard.

As part of the development of the site which has occurred to date, the applicant has established an acoustic earth bund with landscaping along the Te Puna Station Road site boundary, as well as the southern/zone boundary. Internal amenity planting has also been established between the proposed future lease areas within the site. Additional landscaping has recently been undertaken during the winter 2022 planting season in accordance with an updated landscape management plan prepared by Boffa Miskell.

Development of a stormwater overland flow path and ponds in the west has commenced, however is not yet completed. These works will be completed once the earthworks consent currently being sought from WBOPDC is approved.

The site is adjoined by Te Puna Station Road along its northern frontage. To the north of Te Puna Station Road is the ECMT railway Line and beyond this, rural zoned properties.

There are also rural zoned lifestyle properties directly to the east and south of the site.

To the west and northwest of the site across Te Puna Station Road is industrial zoned land within the Te Puna Business Park Structure Plan area.

The site is identified within the Flood Hazard and Harbour Inundation overlays on the District Planning Maps.

There are no other special features, overlays, or designations on the subject site according to the District Plan Maps.

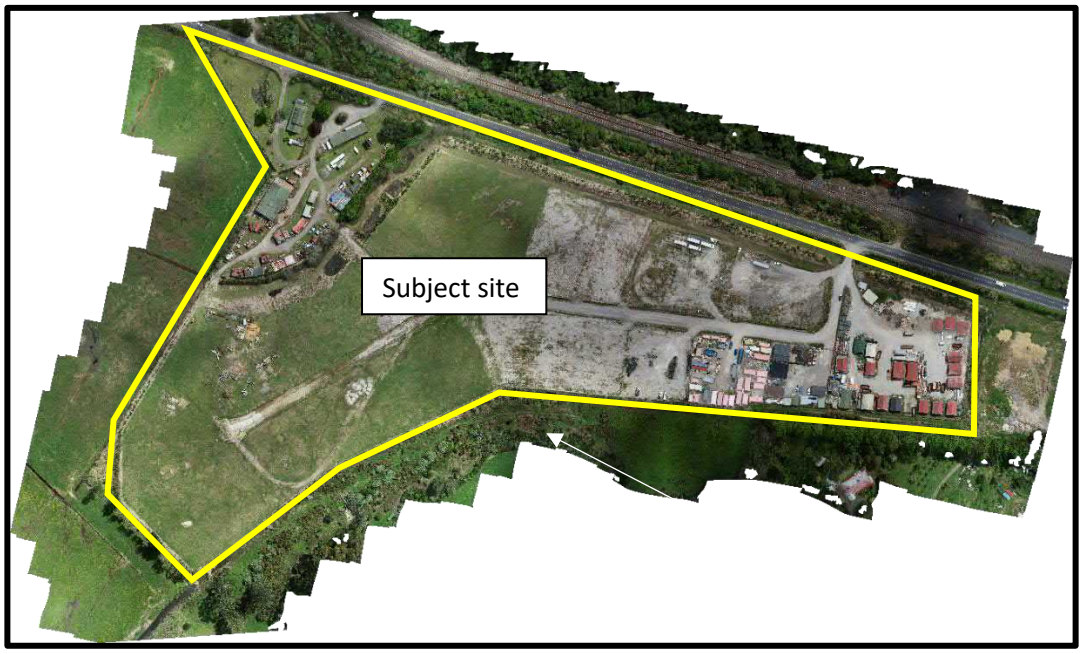


Figure 1 – Existing Site

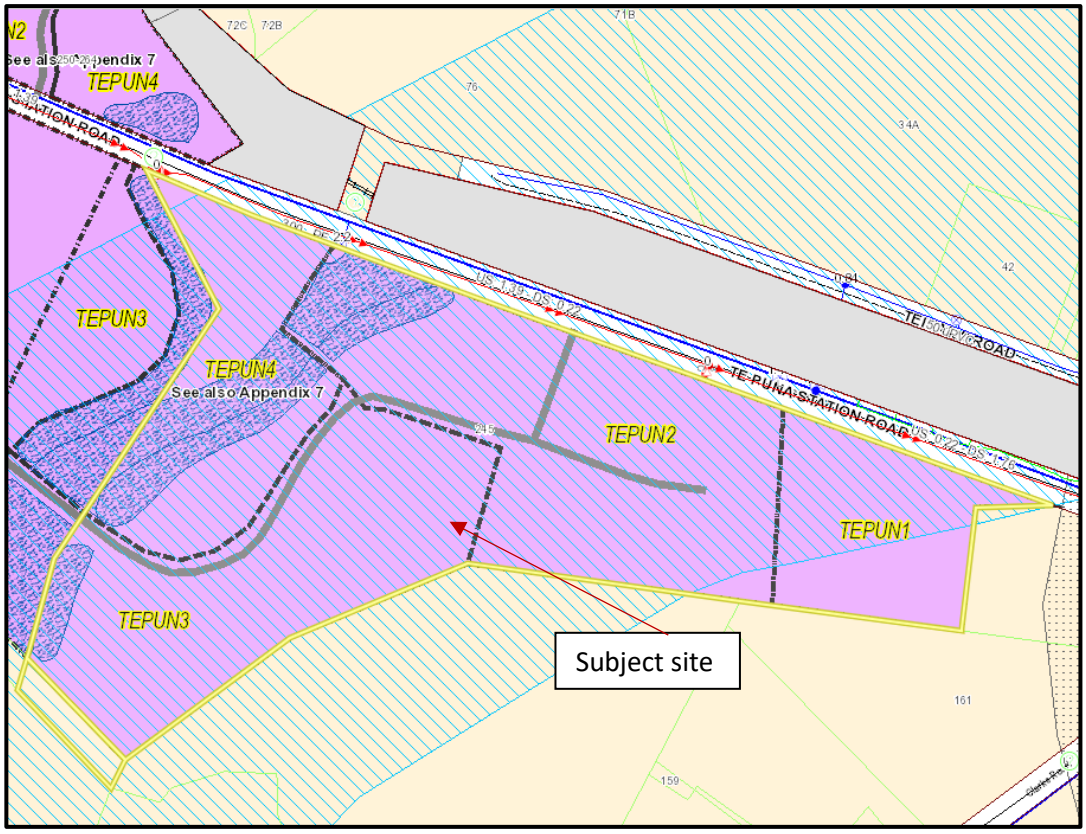


Figure 2 – Structure Plan and District Plan Map

2.3 Relevant Background

A resource consent application for a waiver of some of the structure plan requirements has currently been lodged and is being processed by WBOPDC (RC12979). A separate earthworks consent for certain retrospective filling undertaken on the site has also been lodged and is being processed by WBOPDC (RC13474).

The structure plan requirements that are sought to be waived/require resource consent under RC12979 include technical non-compliances around the planting (i.e., native plants exclusively planted instead of mixture of native and exotic species), the extent of the acoustic bund (acoustic bund has been constructed longer and larger than shown in structure plan), the stormwater overland flowpath not being constructed to the extent shown in the structure plan and a waiver of the water main upgrading requirements to meet firefighting requirements (proposal is to store water onsite for firefighting needs). Other than the above, all remaining structure plan requirements have either been met or will be complied with.

An abatement notice has been issued in respect of the existing activities being undertaken on site. The abatement notice has been appealed, with an interim stay granted by the Environment Court. Environment Court mediation was held on 1

December 2022 with further stormwater and transportation expert conferencing to be held in January 2023. Of note is that most of the mediation and conferencing has been focused on wider issues beyond any effects of the four activities currently occurring on the site (including applications or pending applications from the two other landowners within the Structure Plan area). While the applicant supports addressing the wider issues in an integrated manner, the way that things have unfolded has meant that the appeal on the abatement notice may be unable to be resolved swiftly. This has led to the applicant lodging this application, which must necessarily focus on the four existing activities which it is seeking to consent (on a temporary basis to allow the other consents, if not the wider issues now being advanced as part of the abatement notice proceedings, time to be resolved).

3.0 PROPOSAL DESCRIPTION

The applicant company retrospectively seeks consent to allow the four existing onsite activities to continue operate until such time as the structure plan requirements are completed and/or resource consent is granted for a waiver.

The intention is for the resource consent to be granted on a temporary basis until such time as resource consent is granted for the structure plan waivers and all remaining relevant structure plan requirements have been fulfilled. At that time, the current activities would become permitted activities and the consent would no longer be necessary. The applicant considers a two year term appropriate in the circumstances to allow the other consents and structure plan requirements to be completed.

As noted, the proposed activities are currently located in the eastern portion of the site and are accessed via the site entrance at No. 205 Te Puna Station Road.

All operations are generally undertaken on weekdays, between the hours of 6.00am and 7.00pm. Very occasionally activities are undertaken during the weekends such as collecting tyres, dropping of or collecting building materials or collecting swimming pool shells.

The existing activities are described in more detail below:

Activity 1 - A & J Demolition

The activity involves the storage and renovation of relocatable houses, storage of empty skip bins, portable fencing and building materials. The activity currently occupies an area of approximately 0.8ha

The site is contained by a constructed and planted earth bund on the northern, southern, and eastern boundaries and a wire mesh security fence along the western boundary.

Up to 10 people per day come and go from the above site to undertake the activities, however this is intermittent and depends on how may houses are being renovated at any given time.

Activity 2 – Total Relocations

The activity involves the storage and renovation of relocatable houses and occupies an area of approximately 0.21ha. The activity is currently contained with a wire mesh fence and gates from the internal accessway.

Up to a maximum of 6 people per day work on site during a house renovation process, however when this is not occurring then there are no people on site.

Houses to and from the site are variable and occur intermittently, but on average 1 – 2 every six months.

Activity 3 – Compass Pools

The activity involves the storage of swimming pool shells with an approximate area of 0.3ha.

On average, 15 – 20 pool shells are delivered to the site every fortnight, with between 4 – 5 pool shells being collected from the site per week.

There are no permanent staff located on the site associated with this activity.

Activity 4 – Earthmover Tyre Services

The activity involves the storage and large earthmoving machinery tyres in a yard area of approximately 0.26ha.

The activity generally involves 1 – 2 persons collecting a truck from the yard per day and picking up and/or dropping of tyres to the site 1 – 2 times per day. Again, this is intermittent as often employees travel across the country to pick up and deliver tyres and as such there are many days when there is no activity on the site at all.

3.1 Traffic, Access and Parking

A Transportation Assessment (TA) has been prepared by Harrison Transportation and assesses the transportation related effects of the existing activities (only), noting that a detailed Transportation Assessment for the overall development of the site has been submitted to WBOPDC as part of RC12979 to waive/modify some of the structure plan requirements.

Access to the activities is be provided via the existing vehicle entrance at 205 Te Puna Station Road. As noted in the TA, the entrance is suitable to cater for the intermittent traffic generated by the existing activities and can comply with required sight distances based on surveyed traffic speeds. It is recommended that the existing entrance be upgraded to a WBOPDC Diagram A standard (without widening on the opposite side of Te Puna Station Road) and sealed (even without any further activities occurring on the site), which the applicant accepts and can therefore be included as a condition of a consent.

It is noted that this access situation will effectively be a temporary situation until the entrance is upgraded as proposed in accordance with the required Structure Plan standard (which is reliant on the earthworks consent for the site being obtained and subsequent WBOPDC engineering design approval). There is also no need at present for the full upgraded access to be installed, given the very low movements associated with the existing activities.

Internal access, in the interim, will be provided via the existing metalled accessway until this is upgraded and sealed as proposed in the resource consent application RC12979.

Traffic from the current activities is assessed within the attached TA which confirms that the existing roading network can accommodate traffic generated by the activities, including relevant intersections in the surrounding roading network.

Consultation has been undertaken with Waka Kotahi NZTA as part of RC12979 who have confirmed that they do not require the intersection of Te Puna Station Road and State Highway 2 to be upgraded as required by the Structure Plan. In any event, given the very low traffic movements arising from the current activities, there would be no such requirement on an effects basis, in any event.

All other intersections upgrades required by the Structure Plan have been completed as outlined in an agreed MOU with WBOPDC and the other Structure Plan parties.

Each existing activity yard area can fully cater for car parking and heavy vehicle loading within the confines of each activity area.

3.2 Servicing

Each of the existing activity areas is currently supplied with water via the existing site connection from Te Puna Station Road. Given the nature of the activities, none are high water use activities with water generally used for staff purposes.

There is no reticulated wastewater scheme available and due to the identified floodable nature of the site, no onsite wastewater system has been proposed. Given the type of activities occurring and low staff/visitor volume portable toilets are utilised within the activities where and as required.

Stormwater from the current activities is assessed in the attached memorandum prepared by Stratum Consultants Limited. The assessment notes that the stormwater volumes generated from the existing activities will have no adverse effect over and above a permitted metalled yard on the site.

3.3 Noise

An acoustic assessment has been undertaken for the site by Styles Group Limited and is attached.

The report has assessed existing noise of the activities currently on site and found that these complied with the required noise levels of the District Plan at the notional boundaries on adjoining sites. A concrete crushing operation undertaken at the time has since been disestablished. Given the concrete crushing operation has ceased, which was the largest source of onsite noise, it is expected that the noise emissions will be lower than those referenced in the report.

As such, the existing activities are considered to comply with the relevant noise limits of the District Plan. A condition of consent requiring compliance with the noise limits can be imposed.

As previously noted, an acoustic earth bund has been constructed along the full length of the site frontage and along the eastern and southern site boundaries adjoining the closest residential neighbours.

3.4 Landscaping

As previously noted, extensive landscaping has been undertaken across the site including further planting as per the recent Boffa Miskell Landscape Management Plan (LMP).

A Landscape Visual Effects Assessment (LVEA) has been prepared by Boffa Miskell to support the application. This is in addition to the Landscape Management Plan that has been prepared for the overall site development in accordance with the Structure Plan as part of RC12979.

The report concludes that provided landscaping is established and maintained in accordance with the Boffa Miskell LMP, that this landscaping will meet the mitigation intentions originally intended for the business park.

The LVEA notes that the LMP and landscaping installed is not in general accordance with the Structure Plan in terms of both exotic and native tree species being planted, however at the request of Pirirakau the entire planting has been undertaken with native plant species. As above, the LVEA considers that the planting undertaken and

recommended will achieve at least the same mitigation as proposed in the structure plan.

It is noted that the majority of external and internal landscaping as per the Boffa Miskell LMP has been established and is establishing on site. The remaining landscaping to be completed includes the area around wetlands and the overland flowpath in the western area of the site. This planting will be completed once earthworks consent is obtained and earthworks are completed in this area.

In terms of the existing activities, the LVEA has considered these in the context of landscape effects and also visual effects on public and private viewing audiences with effects ranging from neutral-very low, to low in accordance with landscape architecture assessment guidelines which corresponds to as less than minor effect in an RMA context. The effects of the existing activities are further assessed in the AEE below.

3.5 Financial Contributions (FINCO's)

Financial Contributions will be payable in accordance with the Te Puna Business Park Structure Plan for transport and water consumption as part of the wider development.

Financial contributions for water and transportation can be paid based on the current site area used (1.6ha) and should be subtracted from those payable as part of the overall development.

3.6 Earthworks

No earthworks are required or proposed to continue the current activities onsite. As previously noted, retrospective earthworks consent is being sought for previous filling undertaken on the site, however the subject area of the site containing the existing activities was filled prior to the current District Plan earthworks provisions becoming operative and while a previous regional consent was in force. Accordingly, the earthworks for the fill that the existing activities are located on were lawful. The retrospective earthworks consent does not (and cannot) apply to those earthworks.

4.0 OPERATIVE DISTRICT PLAN COMPLIANCE

The following section outlines an assessment of the proposed development in terms of the Operative District Plan including the relevant rules and standards, and activity status.

4.1 Operative Western Bay of Plenty District Plan

As specified below, under the District Plan development that is not in accordance with a Structure Plan is deemed a Non-Complying Activity.

Rule: 21.3.12 Non-Complying Activity

(c) Development and subdivision that is not in general accordance with the relevant structure plans and their stated servicing requirements, including any staged infrastructure requirements.

Although consent is already being sought for the waiver of some of the structure plan requirements under RC12979, the structure plan requirements are set out in the table below in relation to the subject application for the existing activities.

Consent is required in relation to the existing activities for the following reasons based on the Structure Plan requirements.

- Non-Compliance with the vehicle entrance standard
- Wetland and overland flowpath planting not completed
- Non vesting of landscape, stormwater treatment and access
- Non-compliance with water main upgrade requirements

With regard to the above matters which are further assessed in the application,

- A temporary entrance upgrade is proposed that is deemed adequate to cater for the minimal traffic involved;
- The wetland and overland flowpath are not required to manage stormwater from the existing activities as considered in the stormwater assessment attached;
- The vesting of the landscaping, stormwater or access has no material effect given the nature of the existing activities and is a legal ownership issue only;
- Alternative water supply is proposed for fire fighting purposes.

It is considered that the existing activities meet the definition of *Depot*, as defined under the Operative plan as follows:

"Means transport, tradespersons or contractors depots and includes land and buildings/structures which are *used for the receipt, delivery, transit, and storage of goods and machinery (including mail sorting distribution centres and hire centres) and as a terminal for passenger transport services and may include the care, housing or parking of commercial vehicles in association with the operation"*

The activities can also be defined as *"storage"* as specified in performance standard 21.3.1.

As such, it is considered that provided structure plan requirements had been met, the activities would be fully permitted uses under the Industrial Standards of the District Plan.

The compliance of the existing activities against the relevant permitted Industrial Zone standards is also assessed. As shown in the table below all relevant Industrial performance Criteria can be met.

An additional consent is required based on an assessment of the relevant District Plan transportation provisions including consent to retain the existing yards as a metalled surface (Restricted Discretionary Activity under Rule 4B.3.2(a))

4.1.1 Assessment of Relevant Operative District Plan Performance Standards

Performance Standard	***Description***	***Comments/Compliance***
Chapter 12 – Te Puna Business Park Structure Plan		
Road Upgrading		
12.4.16.2 (a)	*To mitigate the impact on the State Highway:* *Prior to commencement of any industrial or business activity on the Te Puna Business Park land, the Te Puna Road/State Highway 2 intersection must be upgraded to a roundabout (or similar traffic management alternatives) and, in addition, the Te Puna Station Road/State Highway 2 intersection must be upgraded by widening for left turn traffic movements onto the State Highway (or similar traffic management alternatives).* *Written evidence is to be provided to Council that the design and construction of both the roundabout and the State Highway widening, or similar traffic management alternatives, is to the satisfaction of the Regional Director New Zealand Transport Agency, and the Council's Group Manager Infrastructure Service.*	***Consent Required*** The Te Puna Road/SH2 upgrade has not been deemed necessary by Waka Kotahi through consultation undertaken as part of the wider structure plan development. Whilst this is subject to further discussion through the expert traffic conferencing occurring as part of the abatement notice appeal, the existing activities generate minimal traffic as assessed in the attached TA and it is not considered that the upgrade is necessary for the subject activities to operate.

Performance Standard	***Description***	***Comments/Compliance***
12.4.16.2 (b)	*To mitigate the impact on the Te Puna Road/Te Puna Station Road Intersection:* *Prior to commencement of any industrial or business activity on the Te Puna Business Park land, the Te Puna/Te Puna Station Road intersection must be upgraded to include provision for left turn and right turn movements or similar traffic management alternatives.* *Written evidence is to be provided to Council that the design and construction of the intersection upgrade, or similar traffic management alternatives, is to the satisfaction of the Council's Group Manager Infrastructure Services.*	***Completed*** The Te Puna Road/Te Puna Station Road Intersection has been upgraded which meets the overall structure plan requirement as set out in the MOU signed by WBOPDC and the Structure Plan parties.
12.4.16.2 (c)	*To mitigate the impact on Clarke Road: Prior to commencement of any industrial or business activity on the Te Puna Business Park land, a minimum of two traffic calming thresholds shall be installed at the northern end of Clarke Road. Written evidence is to be provided to Council that the design and construction of the road improvements are to the satisfaction of the Council's Group Manager Infrastructure Services.*	***Completed*** A Memorandum of Agreement (MOA) has been signed between WBOPDC and property owners with the Te Puna Business Park and these works have been completed by WBOPDC, which the applicant has paid a part share of.

Performance Standard	***Description***	***Comments/Compliance***
12.4.16.2 (d)	*To mitigate the impact of access onto Te Puna Station Road:* *(i) Access to the Business Park for industrial and business activities shall be by no more than three roads, with a minimum separation of 200m as measured along the road centre, as shown on the Structure Plan.*	***In Accordance With (Complies)*** The existing access to the site from Te Puna Station Road is to be utilised to serve the existing activities. Separation distances from the adjoining owners proposed access points is more than 200m.
12.4.16.2 (d)	*(ii) Prior to the commencement of any industrial or business activity in the Business Park land, access from the land onto Te Puna Station Road must be formed for traffic safety reasons up to and including compliance with Diagram D "Moderate Use Access Standard" from the Transit Planning Policy Manual at the direction and to the satisfaction of Council's Group Manager Infrastructure Services.*	***Consent Required (Will Comply)*** The proposed access is to be designed and constructed in accordance with the required Waka Kotahi NZTA standard as part of the overall structure plan development. As part of the current application, it is proposed to upgrade the entrance to a WBOPDC Diagram A standard as a temporary measure.
12.4.16.2 (e)	*To mitigate the impact of the traffic generated by the development on the existing road network (mid-block)* *(i) A financial contribution of $29,545.00 (based on 2002 figure adjusted annually by the CPI for inflation) per hectare estimated net developable area shall be paid prior to commencement of any industrial or business activity on the Business Park land or at a later*	***In Accordance With (Will Comply)*** Roading contributions will be payable based on the site area currently utilised (1.6ha) by the existing activities and can be subtracted from the overall Financial Contributions for the site. A condition of consent is proffered to this effect.

Performance Standard	***Description***	***Comments/Compliance***
	date with the approval of Council's Group Manager Infrastructure Services. *(ii) For the purpose of these rules "net developable area" means any land within the Business Park, less any areas required for stormwater management, roading and landscaping, and "estimated net developable area" means 22ha.*	
12.4.16.2 (f)	*To control the impact of the traffic generated by the development on the roading network* *(i) Subject to clauses (f)(ii) – (v) below, traffic generation from Te Puna Business Park shall not exceed 2,600 vehicles per day until such time as the proposed Northern Arterial (bypass) route is constructed and operational, without approval from the Council's Group Manager Infrastructure Services and the Regional Director New Zealand Transport Agency;*	***In Accordance With (Will Comply)*** Based on the TA attached, the site development coupled with the current proposed developments on the adjoining sites will not exceed 2,600 vehicles per day. The traffic from the existing activities is significantly below this threshold with 25 vehicle movements per day surveyed in the attached ITA.

Performance Standard	***Description***	***Comments/Compliance***
12.4.16.2 (f) (ii)	*Monitoring shall be undertaken by a suitably qualified traffic engineer, and the results provided to the Council's Group Manager Infrastructure Services and the Regional Director New Zealand Transport Agency in the manner specified in clause (f)(iii) below to confirm:* *(a) That the relevant traffic generation limits under clause (f)(i) above or clause (f)(v) (as appropriate) are not being exceeded; and* *(b) That the capacity of the intersection of the State Highway 2 and Te Puna Station Road remains adequate, particularly in so far as the performance of the right turn bay into Te Puna Station Road and the left hand turn from Te Puna Station Road are concerned.*	***In Accordance With (Will Comply)*** Monitoring has been undertaken as addressed in the attached TA which confirms the traffic levels are within the required threshold. Given the very low traffic generation from the existing activities monitoring is not considered necessary. As advised previously, Waka Kotahi do not presently require any upgrade to the State Highway 2/Te Puna Station Road intersection and given the low traffic volume it is not considered that there is any adverse impact on the SH 2/Te Puna Station Road intersection.
12.4.16.2 (f) (iii)	*For the purpose of clause (f)(ii)(b), the adequacy of the intersection performance shall be assessed by reference to the outcome of monitoring in respect of the following matters (at a minimum):* *(a) The duration of delays for all traffic movements at the intersection which shall be determined having regard to whether:* *- The 95th percentile of the measured queue lengths as a result of right turns from State Highway 2 impedes the flow of through traffic*	***In Accordance With (Will Comply)*** The relevant matters are addressed in the attached TA.

Performance Standard	***Description***	***Comments/Compliance***
	on the State Highway i.e., the 95th percentile queue length must not exceed the storage length of the existing right turn bay. *And* *- Side road time delays for traffic in Te Puna Station Road during peak periods exceed an average of 50 seconds when measured over a maximum one-hour period or increase by more than 50% from the baseline monitoring (whichever is the greater).*	
12.4.16.2 (f) (iii)	*(b) Crash rates, which shall be determined having regard to whether:* *- The crash rates at the intersection (including vehicles queuing or turning) exceed either five in any one year, or an average of three per annum over the previous five years (as at the date of assessment).* *And* *- The injury crash rates at the intersection increase from the baseline monitoring by any statistically significant amount.*	***In Accordance With (Will Comply)*** The TA attached confirms that the crash rates as specified within this standard have not been exceeded and that the crash rate does not require an upgrade of the intersection.
12.4.16.2 (f) (iv)	*Traffic monitoring results shall be provided to the Council's Group Manager Infrastructure Services and the Regional Director New Zealand Transport Agency on the following basis:*	***In Accordance With (Will Comply)*** The traffic monitoring results have been provided to WBOPDC as part of RC12979. The TA has also been provided to Waka Kotahi NZTA who have provided written approval to the

Performance Standard	***Description***	***Comments/Compliance***
	• *Within three months of the Plan Change becoming operative, monitoring shall be undertaken to establish the baseline for future monitoring of the matters by which the adequacy of the intersection performance are to be assessed (as outlined above), and the results of that monitoring provided promptly to the Council's Group Manager Infrastructure Services and the Regional Director New Zealand Transport Agency.* • *A report shall be provided no less than annually in June of each year until the Northern Arterial route is operational and in any event:* • *Prior to traffic generation exceeding 1000 vehicles per day; and* • *Prior to traffic generation exceeding 2000 vehicles per day.*	overall site development and that no upgrading to the State Highway 2/ Te Puna Station Road is required.
12.4.16.2 (f) (v)	*(v) If the traffic monitoring results do not demonstrate the existing or continuing adequacy of performance of the intersection of State Highway 2 and Te Puna Station Road to the reasonable satisfaction of the Council's Group Manager Infrastructure Services and the Regional Director New Zealand Transport Agency, then traffic generation shall not commence or increase further without:*	***In Accordance With (Will Comply)*** The required monitoring has been completed as detailed in the TA and Waka Kotahi have provided their written approval confirming no upgrading is required for the overall site development.

Performance Standard	***Description***	***Comments/Compliance***
	• *The upgrading or relocation of the intersection, to the satisfaction of the Council's Group Manager Infrastructure Services and the Regional Director New Zealand Transport Agency; or* • *Completion of the Northern Arterial (whichever comes first); or otherwise 22 January 2016 Section 12 - Subdivision & Development 53* • *Written approval of the Council's Group Manager Infrastructure Services and the Regional Director New Zealand Transport Agency.*	
12.4.16.2 (f) (vi)	*Nothing in this rule shall require the provision of money or works which do not fairly and reasonably relate to effects of activities within the Te Puna Business Park.*	***In Accordance With (Will Comply)*** The only monetary contribution is in relation to the Financial Contributions in respect of roading and water supply and the only physical works proposed is the sealing of the entrance. Both measures will mitigate effects of the existing activities on site.
Landscape Planting and Stormwater Management		
12.4.16.3 (a)	*The area of the planted land around the Business Park boundary, the area of land subject to the Te Puna Station Road roadscape planting, and the stormwater ponds and overland flow path/wetland as shown in the Te Puna Business Park Structure Plan shall all be established*	***Consent Required (Will Comply once structure plan requirements met)*** Planting around the permitter of the subject site has been undertaken by the applicant and further supplemented over

Performance Standard	***Description***	***Comments/Compliance***
	and vested in Council prior to commencement of any industrial or business activity within the Business Park. The plantings and the stormwater ponds and the overland flow path/wetland shall be maintained for a period of three years with maintenance secured by way of an appropriate legal mechanism to Council's satisfaction.	the recent winter planting season in accordance with a Landscape Management Plan prepared by Boffa Miskell. Additional plantings within the overland flowpath and stormwater pond area will be undertaken when these works are complete once resource consent being sought for earthworks is approved. Maintenance will be undertaken by the applicant and secured by consent condition. No vesting of the landscape areas is proposed.
12.4.16.3 (b)	*Secondary planting shall be provided on boundaries between land parcels in accordance with the Structure Plan. Landscape plans for the Business Park boundary, Te Puna Road roadscape, and stormwater ponds and overland flowpath/wetland shall be prepared by a qualified landscape designer and approved by Council. The plan for the overland flowpath/wetland shall be prepared in consultation with Pirirakau.*	***In Accordance With (Will Comply)*** A detailed Landscape Management Plan has been prepared by Boffa Miskell and the applicant has undertaken the majority of planting already. Further planting will be undertaken once the resource consent for the structure plan is granted. Pirirakau were consulted with and participated in the onsite planting including that around the overland flowpath and existing pond areas which has been completed to date.

Performance Standard	***Description***	***Comments/Compliance***
		Landscaping has been undertaken around the external boundaries of the existing activity areas.
12.4.16.3 (c)	*Earth bunds or earth bunds with fences shall be constructed along the north-western, southern and north-eastern peripheral Business Park boundaries of the site as illustrated on the Te Puna Business Park Structure Plan prior to any industrial or business activity commencing on the land within the Business Park*	***Completed*** Earth bunds have been constructed on the subject site and are over and above those required by the Te Puna Business Park Structure Plan.
12.4.16.3 (d)	*Except to the extent already provided, additional amenity screen planting shall be provided to the satisfaction of Council for each new building over 100m² gross floor area. To that end, a landscape plan by a qualified landscape designer shall be submitted with the application. The landscape plan shall specifically identify the plant species. The landscape plan shall also include a landscape maintenance programme for three years.*	***N/A*** No buildings are proposed as part of the application.
Maintenance Programme and Costs		
12.4.16.4	*Establishment and maintenance of landscaping, and establishment of the acoustics earth bunds/fences, in accordance with the approved landscape plan, shall be at the developer's cost and shall be a condition of consent. The approved three-year landscaping maintenance programme shall be determined from the date on which*	***In Accordance With (Will Comply)*** The majority of the landscaping detailed in the Boffa Miskell LMP has been established with the balance to be completed once overland flowpath works are complete.

Performance Standard	***Description***	***Comments/Compliance***
	a Section 224 Certificate is obtained under the RMA or the planting undertaken, whichever is the latter.	Maintenance requirements are detailed in the Boffa Miskell LMP. The applicant is committed to maintaining the landscaping as required. Sec 223/224 certification is not relevant as no subdivision is proposed.
	Water Supply	
12.4.16.5 (a)	*Prior to commencement of any industrial or business activity on the Business Park land, an adequate water supply shall be provided to meet Council's Development Code for Class C fire risk and a peak hour flow of 1.0l/s/ha. Written evidence is to be provided to the Council that the design and construction of the water supply upgrade is to the satisfaction of Council's Group Manager Infrastructure Services.*	***Consent Required*** The applicant proposes to provide onsite water storage tanks to provide the required firefighting water supply which cannot be supplied by the water mains. Council has previously advised they do not intend to or wish to upgrade the reticulated water main within Te Puna Station Road.
12.4.16.5 (b)	*(b) A financial contribution at the rate of $20,052.00 (based on 2002 figures and adjusted annually by the CPI for inflation) per hectare net developable area shall be paid to the Council when requested on approval of any subdivision building or resource consent or required as a condition thereof and calculated according to the proportion of net developable area occupied by the activity.*	***In Accordance With (Will Comply)*** FINCO's for water will be paid in relation to the subject site area as noted in the application. A condition of consent is proferred in respect of this.

Performance Standard	***Description***	***Comments/Compliance***
Chapter 12 – Structure Plans General		
All subdivision and development in the identified structure plan areas shown on the Planning Maps shall provide for the following in the general locations shown on the structure plans:		
12.4.9.1 (a)	*Stormwater management reserves and access thereto.*	***In Accordance With (Will Comply)*** Stormwater management for the overall site has been addressed under RC12979. While no subdivision is proposed and the stormwater reserves are not being vested, these will be managed by the applicant. As per the attached stormwater memorandum, stormwater from the existing activities is not considered to result in any increased effect over and above a permitted metalled yard area on the site.
	(b) Roading and road widening including any upgrades needed to connect with the transport network (including consultation with infrastructure providers).	***Consent Required (Will comply once Structure Plan works are met)*** Roading for the overall site development is addressed as part of RC12979. The existing site access is proposed to be utilised in the interim until such time as resource consent RC12979 is granted.

Performance Standard	***Description***	***Comments/Compliance***
	c) New roads shown on the plans shall be designed and constructed to provide for the future roading access and needs of adjoining undeveloped land.	***In Accordance With (Will Comply)*** As part of RC12979, the internal access road has been designed to a reduced standard public road for the industrial/ commercial zone with no provision for parking, the individual sites can provide sufficient on-site parking and manouvering area and their design has provision to allow for extension of the roading to the boundary as the development stages of the structure plan progress. The existing internal accessway is considered to be appropriate to serve the current existing activities in the interim period.
	(d) Public reserves.	***N/A*** No public reserves are proposed or required
	(e) Walkways and cycleways, park and ride facilities, public transport and green/ecological buffer areas.	***N/A*** No walkways or cycleways are required
	(f) Ecological areas.	***N/A*** No ecological areas are identified

Performance Standard	***Description***	***Comments/Compliance***
	(g) Stormwater, water and wastewater mains.	***In Accordance With (Will Comply)*** Reticulated stormwater and wastewater are not available in the vicinity of the subject site. Connection to reticulated water is proposed.
	(h) Where a proposed access reserve is shown in a Structure Plan, the location in the plan is indicative of Council's intent and the specific location shall be determined by the Authorising Officer for Council following a site evaluation. The provision, formation and fencing of the access-way shall be funded in accordance with the requirements of the relevant structure plan.	***N/A*** No access reserves are shown on the relevant Structure Plan
12.4.9.2	*Local purpose reserves shall be vested at the time of subdivision.*	***N/A*** No subdivision is proposed and therefore there are no local purposes reserves to be vested.
12.4.9.3	*Some structure plans have specific stormwater requirements.*	***In Accordance With (Will Comply)*** Stormwater management for the overall site is being addressed under RC12979.

Performance Standard	***Description***	***Comments/Compliance***
Chapter 12 – Structure Plans – Stormwater General		
12.4.10.1	*The stormwater disposal systems shall be a combination of reticulated pipework, swales or appropriate open channels in the subdivision areas and open channels within the stormwater management reserves and ecological and stormwater reserves identified on the structure plans and Planning Maps.* *Stormwater treatment shall generally be provided within the identified stormwater management reserves.*	***In Accordance With (Will Comply)*** The overall stormwater management design includes attenuation ponds, swales, and a vegetated overland flow path as required by the Structure Plan. None of the features are necessary to mitigate effects from the existing activities.
12.4.10.2	*Within the stormwater management reserve, where the open channel is indistinct, pipework may be provided to connect to a defined open channel or stormwater treatment device.*	***In Accordance With (Will Comply)*** The overall design for the subject site will utilise pipework for conveyance between drainage swales as required. The existing activities do not affect this compliance.
12.4.10.3	*Stormwater management reserves are areas identified for the retention of existing swales, gullies, watercourses, trees and vegetation that provide a means of collection, disposal and natural treatment of stormwater. Stormwater management reserves are identified having regard to natural landscape features such as tops of banks.*	***In Accordance With (Will Comply)*** Stormwater management areas are identified and are being assessed and designed through RC12979.

Performance Standard	***Description***	***Comments/Compliance***
	Ecological and stormwater reserves include land for stormwater management but also include land that has an important ecological function and values.	The existing activities do not require any of these measures to be implemented to mitigate stormwater effects.
12.4.10.4	*All new subdivisions shall be designed for attenuation of the defined return period storm event (AEP) to pre-development levels. This may be achieved by a combination of subdivision design, land use restrictions, drainage design features (e.g. low impact design) and end of pipe solutions. Pre-development levels are defined as those relating to the natural ground level and stormwater flowpaths situation (as distinct from the existing situation) as assessed by Council's Authorised Officer.*	***NA*** The proposal is not a subdivision; however, stormwater attenuation is considered as part of the overall site development.
12.4.10.5	*All new subdivisions are to treat stormwater for removal of sediment to a standard of at least 75% gross removal (according to Auckland Regional Council TP10 methods or equivalent). This may be achieved by a combination of drainage design features (e.g. swales) and end-of-pipe solutions (e.g. ponds). Where an individual subdivision cannot achieve this, or a combined approach is more effective, a financial contribution shall be levied towards provision of a comprehensive facility by Council.*	***NA*** The proposal is not a subdivision; however, stormwater treatment is proposed as part of the overall site development to meet the relevant water quality standards.

Performance Standard	***Description***	***Comments/Compliance***
10.4.10.6	*All developments shall be required to demonstrate how they will address on or adjacent to the site:* *(a) Passage of surface flows from upstream and from the site itself to avoid risk of erosion.* *(b) Protection of houses from flooding in the defined storm AEP event.* *(c) Improvement of stormwater quality.* *(d) Management of runoff peaks to downstream so they are no greater than prior to development, or are fully managed through to the receiving environment (e.g. the Tauranga Harbour).* *(e) All site developments (both subdivision earthworks and subsequent building excavations and earthworks) shall comply with the provisions of the Regional Council publication, "Erosion and Sediment Control Guidelines No 2001/3" and subsequent revisions.* *(f) Mitigate any detrimental effects of flow concentration at outlets.*	***In Accordance With (Will Comply)*** These matters are addressed as part of RC12979 and RC13474 The consent application to legitimise the use of the four existing activities on site has no impact on overland flows or flooding on adjoining properties, water quality.
12.4.10.7	*Access for maintenance purposes shall be provided within the Stormwater management reserve in accordance with Council's Development Code.*	***In Accordance With (Will Comply)*** The maintenance of the stormwater management corridor as part of RC13474 is to be the responsibility of the applicant or any subsequent owner of the property. The activities sought a

Performance Standard	***Description***	***Comments/Compliance***
		spart of this application have no impact access to stormwater management areas on the site.
12.4.10.8	*Stormwater management reserves shall be vested in Council.*	***Consent Required*** Consent is presently being sought under RC12979 for the waiver of the vesting of any stormwater management reserves.

Performance Standard	***Description***	***Comments/Compliance***
Chapter 21 – Industrial Standards		
Road Upgrading		
21.3.1(b) and (l) Permitted Activities	*(b) Storage, warehousing, coolstore's and packhouses (excluding warehousing, coolstore's and packhouses, and storage and disposal of solid waste in the Ōmokoroa Light Industrial Zone).* *(l) Depots (except transport and rural contractors depots within the Ōmokoroa Light Industrial Zone).*	***Complies*** The existing activities can either be defined as a storage activity or as a depot
21.4.1(a) Height & Daylighting	*Height – Te Puna Business Park 9m*	***Complies*** No permanent buildings are proposed.

Performance Standard	***Description***	***Comments/Compliance***
	Daylighting - For all site boundaries adjoining Residential, Rural-Residential, Future Urban and Rural Zones and existing and proposed reserves: *No part of any building/structure shall exceed a height equal to 2m above ground level at all boundaries and an angle of 45° into the site from that point. Except where the site boundary is with a road in which case this rule shall not apply in respect to that boundary.*	The house storage operations generally store single storey houses on piles which readily meet the 9m maximum height limit. All houses are stored onsite will meet relevant daylighting requirements particularly given the separation from adjoining boundaries by the existing bunds and the Hakao Stream to the south.
21.4.1(c) Yards & Setbacks	*Te Puna Industrial Park specific provisions:* *i. 10m where a property adjoins a Rural Zone;* *ii. 20m from Te Puna Station Road and 5m from any other road boundary.*	***Complies*** The relevant yard setbacks are met by the existing activities. No permanent buildings are located on the activity areas within the yard setbacks.
21.4.1(d) Visual Amenity - Streetscene	*Various landscaping requirements in relation to specific industrial zones*	***NA*** There are no streetscene requirements in relation to the Te Puna Business Park, with landscaping covered by the Structure Plan requirements.

Performance Standard	***Description***	***Comments/Compliance***
21.4.1(d) Visual Amenity – Reflectivity	*Te Puna Business Park - All external surfaces of buildings/structures (excluding glazing) shall comply with the following reflectivity standards:* *Walls no greater than 35%.* *Roofs no greater than 25%.* *Explanatory Note:* *The above shall be in accordance with British Standard BS5252 Reflectance Value.*	***Complies*** Whilst no permanent buildings are proposed, the temporary stored houses, swimming pools shells and tyres can meet this requirement.

Performance Standard	***Description***	***Comments/Compliance***
Chapter 4 – Transportation, Access & Parking Standards		
4B.4.1 Strategic Roads	*Lists relevant roads and roading hierarchy*	***NA*** The activity does not propose access directly to a strategic road

Performance Standard	***Description***	***Comments/Compliance***
4B.4.2 Access to Strategic Roads	*a. No crossing place shall be permitted to serve any proposed new activity that requires resource consent and/or increases the traffic movements to the site unless:* *i. It is impractical for the activity to have alternative legal access to some other road; and* *ii. An assessment of the effects of such access on the road including written consent from Waka Kotahi NZ Transport Agency or Council (where relevant) is submitted with the application. The assessment shall address traffic safety, the traffic efficiency of the road, the impracticality of achieving alternative access, the potential for adverse effects on adjacent land owners and adverse effects on the transportation network.* *Explanatory Note:* *Where any new crossing is proposed onto a State Highway, approval for that crossing needs to be obtained from Waka Kotahi NZ Transport Agency pursuant to the Government Roading Powers Act 1989.* *Waka Kotahi NZ Transport Agency retains control over the design and construction standards of crossing places and road intersections with State Highways.*	***NA*** The activity does not propose access directly to a strategic road

Performance Standard	***Description***	***Comments/Compliance***
	b. All properties with legal access to a strategic road shall provide all parking and manoeuvring on site.	
4B.4.3 Access to Rural Roads	*Various provisions relating to rural road access including separation distances from intersections and provision of complying sight distances*	***Complies*** Based on the assessment contained in the attached TA separation distances and sight distances from the existing site access can be met.
4B.4.4 Access to Urban Roads	*Various provisions relating to urban road access*	***NA*** The site does not adjoin an urban road There are no streetscene requirements in relation to the Te Puna Business Park, with landscaping covered by the Structure Plan requirements.
4B.4.5 Loading Path & Space Dimensions	*Activities requiring loading facilities or servicing from heavy vehicles shall comply with the 90-percentile design two axled truck swept path and minimum loading space dimensions or a greater dimension of design where articulated vehicles or trucks and trailers are anticipated.*	***Complies*** Each respective activity area has sufficient space for onsite loading

Performance Standard	***Description***	***Comments/Compliance***
4B.4.6 Onsite Manouvering	*All activities shall provide manoeuvring space onsite so that all vehicles can enter and exit without reversing on to or off the road. Such manoeuvring shall be able to be executed in no more than a three-point turn.* *Except that:* *Dwellings in the Residential Zone with direct access off a District Road are not required to provide for onsite manoeuvring.*	***Complies*** All vehicles can turn onsite and leave the site in a forward's direction onto Te Pun Station Road.
4B.4.7 Parking & Loading Requirements	*There are currently no minimum car parking requirements for Industrial Activities*	***NA*** Whilst there are no minimum onsite car parking requirements, car parking for staff and visitors can adequately be provide for onsite and there is sufficient area to provide for this.

Performance Standard	***Description***	***Comments/Compliance***
4B.4.9 Parking & Loading Requirements	The provision for parking and loading in respect of any site shall not be on: a. Part of any manoeuvring area or access lane, or road. b. Any screening required by the District Plan. c. Any solid waste storage area required by the District Plan. Provided that: In Commercial and Industrial Zones manoeuvring may be on service lanes where land for service lane is given by the applicant. d. Parking spaces shall not occupy loading spaces nor loading spaces occupy parking spaces. e. Parking and loading spaces are to be either visible from the public road or clearly signposted at the road frontage.	***Complies*** All parking can be provided onsite and clear of a manouvering area, access lane or road. Parking areas are also clear of the existing landscaping areas. There are no service lanes on the site Parking can be signposted at the road frontage.
4B.4.9 Formation of Loading & Parking Areas	Parking and loading areas shall be sealed in Residential, Commercial and Industrial zones and metalled as a minimum in Rural-Residential, Future Urban, Rural and Lifestyle Zones so as not to create a dust nuisance to adjoining properties, except in respect of the 3m of any	***Consent Required*** Consent is sought to retain the existing parking and loading areas as a metalled surface.

Performance Standard	*Description*	*Comments/Compliance*
	carpark immediately adjoining Strategic Roads that shall be paved in all zones.	

Performance Standard	*Description*	*Comments/Compliance*
	Chapter 4 – Amenity	
4C.1.3.2 Noise Limits	i. All activities located within Industrial and Commercial Zones shall be so conducted as to ensure that noise from the site shall not exceed the following noise limits within the stated timeframes at any point within the notional boundary of any dwelling in a Rural Zone or Rural-Residential Zone, nor at any point within the boundary of any property within a Residential or Future Urban Zone: **Time Period** / **Sound Level Not to be Exceeded** **Day** / **Hours** / *LAeq* / *LAmax* Monday to Saturday / 6am to 10pm / 55dB / N/A Sunday and Public Holidays / 9am to 6pm / 55dB / N/A At all other times / 45dB / 70dB All activities located within Industrial Zones (excluding emergency service sirens) shall be so conducted as to ensure that noise from the site shall not exceed the following noise limits within the stated	***Complies*** Based on the acoustic monitoring modelling within the Styles Group Acoustic Assessment the existing activities will readily comply.

<table>
<tr><th>Performance Standard</th><th>Description</th><th>Comments/Compliance</th></tr>
<tr><td></td><td>timeframes at any point within the boundary of any other property within an Industrial Zone:

<table><tr><th>Time Period</th><th colspan="2">Sound Level Not to be Exceeded</th></tr><tr><th></th><th>LAeq</th><th>LAmax</th></tr><tr><td>Daytime 7am-10pm</td><td>65dB</td><td>N/A</td></tr><tr><td>Night time 10pm-7am</td><td>65dB</td><td>85dB</td></tr></table></td><td></td></tr>
</table>

4.1.2 Assessment of Standards not Generally in Accordance with the Structure Plan

The proposal can meet the relevant Te Puna Business Park Structure Plan requirements except for the following provisions.

12.4.16.2 Road Upgrading

(d) (ii) Prior to the commencement of any industrial or business activity in the Business Park land, access from the land onto Te Puna Station Road must be formed for traffic safety reasons up to and including compliance with Diagram D "Moderate Use Access Standard" from the Transit Planning Policy Manual at the direction and to the satisfaction of Council's Group Manager Infrastructure Services.

The access is to be upgraded to the required NZTA Diagram D (current Diagram E) standard as part of the overall site development, however in the interim it is sought to partially upgrade the entrance to a WBOPDC Diagram A standard. This has been assessed as an appropriate temporary situation in the attached TA for the current traffic generated by the existing activities.

12.4.16.3 Landscape Planting and Stormwater Management

(a) The area of the planted land around the Business Park boundary, the area of land subject to the Te Puna Station Road roadscape planting, and the stormwater ponds and overland flow path/wetland as shown in the Te Puna Business Park Structure Plan shall all be established and vested in Council prior to commencement of any industrial or business activity within the Business Park. The plantings and the stormwater ponds and the overland flow path/wetland shall be maintained for a period of three years with maintenance secured by way of an appropriate legal mechanism to Council's satisfaction.

Landscaping has been undertaken along the Te Puna Station Road site boundary, around the permitter of the site and within the overland flowpath and existing pond areas that have been formed. Internal planting has also been undertaken within the site. Planting within the overland flowpath area will be completed once resource consent is issued to undertake further earthworks to complete the overland flowpath and pond works.

The applicant has provided earth bunds in excess of those illustrated within Appendix 7 – Te Puna Business Park Structure Plan. An acoustic earth bund (landscaped) generally in accordance with Figure 6, Detail 1 has been established where roadscape planting (Figure 5) was proposed and is illustrated within Appendix 7. While not in accordance with the Structure Plan the resulting amenity landscaping meets the intended purpose of screening the site from Te Puna Station Road.

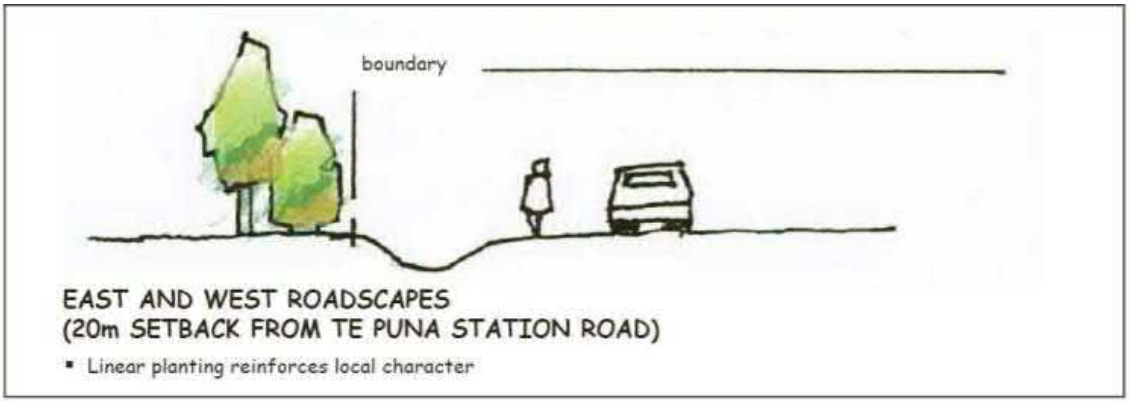


Figure 5: *Road Scape Planting - Te Puna Station Road Planting Sections (Structure Plans)*

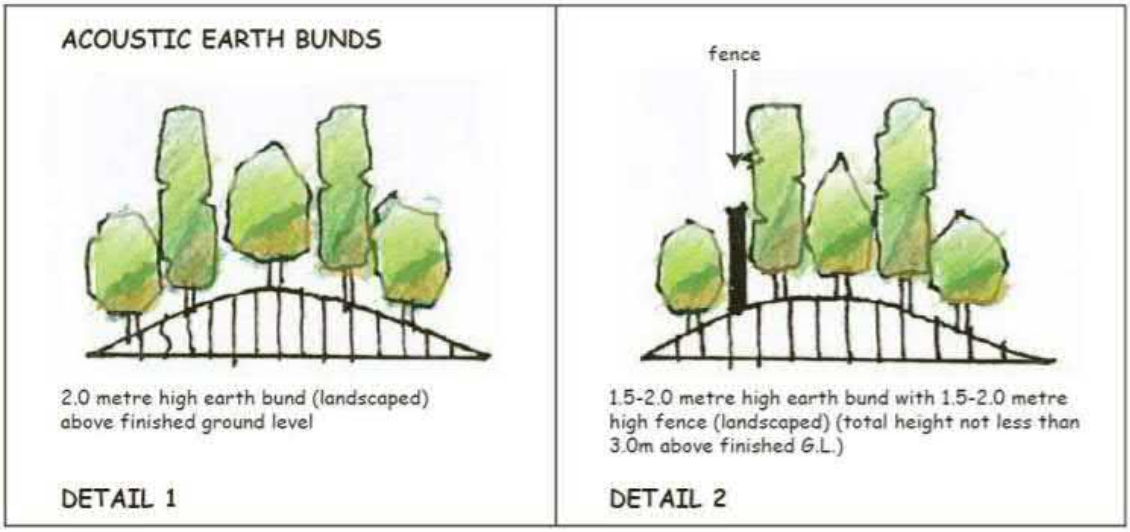


Figure 6: Landscaped Earth Bunds - *Te Puna Station Road Planting Sections (Structure Plans)*

The landscaped bunds located along the Te Puna Station Road boundary provides an effective screen between the site and the road reserve. The landscaping and earth bund is providing mitigation of the visual impacts from the Industrial Zone and the level of mitigation will increase as the landscaping reaches mature height.

The earth bunds have been landscaped with planting undertaken in May/June 2020 and supplemented by further planting in the winter 2022 planting season. The Boffa Miskell Landscape Management Plan attached at Appendix F details the species and location of plants established within the site.

Boffa Miskell also recommend maintenance of the landscaping over a three-year period to ensure effective establishment and these works will be undertaken by the applicant.

Furthermore, whilst the planting has been undertaken with exclusive native planting, this was a requirement of Pirirakau Hapu and as assessed by Boffa Miskell will achieve the intention of the structure plan landscaping requirements.

12.4.10.8 Stormwater management reserves shall be vested in Council.

Previous advice and correspondence with WBOPDC have indicated that there is not a desire for the stormwater management reserve to be vested to council at this time.

Should council wish for the stormwater areas to be vested in the future, there is mechanism for this to be achieved through the Public Works Act 1981 or the Reserves Act 1977 and/or subdivision of the site.

12.4.16.5 (a) – Water Supply Upgrade

Previous advice from WBOPDC has suggested that there is no capacity in the existing water network to provide the required firefighting water flow. As such it is proposed that water for firefighting supply will be provided via onsite storage tanks with fire couplings. Fire & Emergency NZ have also advised the applicant that they could fill a fire appliance from the drain adjoining Te Puna Station Road or from the nearby Wairoa River. As such it is considered that there are adequate options for firefighting water supply.

5.0 OERATIVE WESTERN BAY OF PLENTY DISTRCT PLAN OBJECTIVES & POLICIES

The following objectives and policies are considered relevant to the proposal. An assessment of each of these is included below.

Objectives and Policies of the Industrial Zone

21.2.1 Objectives

1. ***The efficient and optimum use and development of industrial resources (including land and buildings/structures) in a manner which provides for the economic well-being of the people living in the District.***

Comment: The proposal seeks to utilise approximately 1.6ha of the Industrial Zoned subject site within Te Puna Business Park prior to some structure plan requirements not being met. There are four existing activities on site, which can be defined as permitted Industrial Activities as previously stated. Once the structure plan requirements are met and/or resource consent is granted for those requirements sought to be waived the activities would be permitted.

The activities employ local people and ultimately provide for their economic benefit.

The activities result in an economic benefit to the applicant, in that they provide a source of income to be able to fund the completion structure plan prestart requirements.

2. ***Industrial areas which maintain amenity values from key roads within the zones, from surrounding road networks, and at the interface with other areas.***

Comment: The existing activities are almost fully screened from Te Puna Station Road by the existing bund and planting that has been established on the bund. The activities are also fully screened from the rural properties to the south and eastern by existing vegetation and topography.

There are two dwellings with views into the site from the west, however given the elevation of these properties there is no feasible screening option. This would be the case even at the completion of the planting anticipated by the Structure Plan.

Planting has been established internally throughout the site and is already providing some visual breakup which will only improve in time.

The Boffa Miskell LVEA considers that landscape and visual effects from public and private spaces are neutral-very low and low in landscape architectural terms.

3. Industrial areas in which industrial activities can operate effectively and efficiently, without undue restraint from non-industrial uses which may require higher amenity values.

Comment: While the subject site does contain an interface with the Rural Zone, the provision of the amenity planting and acoustic bunds ensures that the site is enclosed within an operational Industrial Environment. The existing activities are not sensitive activities that would be subject to adverse rural activities operating on the adjoining land. The existing activities be capable of operating effectively within the Permitted Activity Standards of the Industrial Zone.

5. The equitable provision, extension and/or upgrading of infrastructure with sufficient capacity to cater for future development within the Zone and in accordance with applicable structure plans to be funded by all development within the structure plan area.

Comment: The activities do not require the upgrading or extension of any reticulated services. Each activity is currently provided with a potable water supply by the applicant. Stormwater is disposed of diffusely onsite. Each activity that has regular people on site utilises a portaloo for wastewater disposal.

As noted previously, the applicant is willing to pay a pro-rata FINCO based on the current area of site use for water and transportation.

21.2.2 Policies

1. Provide industrial areas within the District close to established urban centres that provide for a wide variety of industrial activities to establish.

Comment: The subject site is located within the Te Puna Business Park Structure Plan Area with close proximity to the Te Puna Centre, Tauranga City and State Highway 2. The existing activities on site provide a range of industrial services and uses.

2. Industrial activities should establish and operate so as to protect the environment in other zones from noise, odour, visual impact or traffic generation.

Comment: The existing activities can comply with the relevant District Plan Noise limits as assessed within the attached Styles Group Acoustic Assessment.

The existing activities are also assessed as generating a low level of intermittent traffic as detailed in the Harrison Transportation Assessment.

The activities are effectively innate storage activities with no odour generation or manufacturing processes.

As assessed in the Boffa Miskell LVA, visual effects from immediate adjoining properties/public spaces are largely mitigated by the existing by existing bunding, screening and separation distances and planting that is establishing on site.

3. Require industry locating in close proximity to Residential and Rural Zones and reserves to incorporate buffering, screening and landscaping to minimise the adverse visual impact of the activity.

Comment: Amenity screening and landscaping including acoustic bunds are established along the adjoining rural boundaries largely in accordance with the locations identified on the structure plan. Whilst this landscaping, particularly the internal landscaping is still establishing, as per the Boffa Miskell LVEA the visual effects of the existing activities are largely mitigated by the bunding and planting undertaken to date and are well within the boundary setbacks and height limits of the zone.

4. Require the provision of onsite landscaping and screening in industrial areas and to have design controls for buildings/structures fronting identified key roads to enhance street appearance.

Comment: The existing activities are located behind the existing landscaping and acoustic bunds and are almost entirely screened by Te Puna Station Road except through the gap in the bunds at the site entrance, where motorists would get a fleeting glimpse of the activities.

5. Industries should be located in areas where they can be adequately serviced by existing infrastructure or provide new infrastructure so as to ensure adverse effects can be mitigated, remedied or avoided including through financial contributions.

Comment: The activities do not require the upgrading or extension of any reticulated services. Each activity is currently provided with a potable water supply by the applicant.

Stormwater is disposed of diffusely onsite. Each activity that has regular people on site utilises a portaloo for wastewater disposal.

As noted previously, the applicant is willing to pay a pro-rata FINCO based on the current area of site use for water and transportation.

Summary:

As discussed, the existing activities will not result in any adjoining landowners being unable to carry out normal and permitted rural activity on their land parcels and the activities are not sensitive to Rural uses occurring on adjoining rural sites.

The existing activities provide an efficient use of Industrial Zoned Land. Despite some structure plan requirements not being met, the majority of these will be fulfilled in future and the activities are undertaken in a discrete area of the site, do not cause any adverse visual, noise, odour or traffic effects.

The activities are screened from the adjacent Rural Zone to the north, south and east and Te Puna Station Road by the existing landscaping and acoustic bunds. Existing landscaping will also mature over time and provide a much greater level of vegetive profile across the site than is exhibited by the existing site and surrounding environment.

It is also noted that the resource consent is sought for a temporary basis of 2 years, until the structure plan requirements are consented, and constructed/implemented and therefore any effects are short term over and above what is envisaged by the plan.

Taking into account the above, it is considered that the proposal to operate the existing activities on site until structure plan requirements are met is consistent with the relevant Industrial Zone objectives and policies.

6.2 Summary of Objectives & Policies

In light of the above assessment, it is considered that the proposal is consistent with the intentions of the relevant objectives & policies of the WBOPDC Operative District Plan.

In our opinion the first arm of the Section 104D "Gateway" Test is met, and the application can therefore be considered under Section 104 of the Act. The proposal also, as explained below, will have effects that are no more than minor and can also pass the second "Gateway" test.

6.0 ASSESSMENT OF ENVIRONMENTAL EFFECTS

In accordance with Section 88(2)(b) of the Resource Management Act 1991 and Clause 1(d) of the Fourth Schedule to the Act, this assessment of the actual or potential effects on the environment has been prepared in such detail as corresponds with the scale and significance of the effects that the activity may have on the environment.

The assessment of effects focuses on the effects of the four existing activities, as opposed to the wider structure plan non-compliances sought which are already being addressed by RC12979 and RC13474.

6.1 Amenity & Character and Visual & Landscape Effects

While there are some technical non-compliances with the Structure Plan as detailed within this report, these non-compliances largely relate to transportation, stormwater management and the vesting of land which do not affect the overall visual appearance of the site. The activities as noted would be permitted on the site should the Structure Plan requirements already be fulfilled.

As previously detailed, the existing site activities are able to meet the relevant permitted noise limits for the zone based on the site noise measurements taken and the predicted modelling undertaken by Styles Group. The activities are generally undertaken during daytime hours as previously noted with intermittent weekend activity.

The existing activities are not odour generating activities and do not involve any product manufacturing on site.

There is no lighting that would result in any light spill onto adjoining residential properties.

In terms of landscape and visual impacts, as noted Boffa Miskell have prepared a landscape visual effects assessment (LVEA) for the existing activities in addition to their Landscape Management Plan (LMP) that has been submitted as part of the concurrent structure plan application.

Whilst the landscaping along Te Puna Station Road is not strictly in accordance with the Structure Plan, through the provision of the additional earth bund height and landscape planting this achieves the purpose of screening the site from users of Te Puna Station Road and mitigates any visual impact upon the adjacent Rural Zone.

In terms of landscape effects, the LVEA note that whilst there is a change to the existing rural landscape brought about by the establishment of industrial activities on the site, the site use is envisaged by the zoning of the land and with the planting established

on site this integrates the site on adjoining boundaries and provides a transitional area between the zones. Change, particularly where envisaged by the plan, is not in itself an adverse effect.

No further earthworks are proposed within the area of the existing activities therefore there is no further change to the topography or the landform an the buildings and structures associated with the existing activities are all well below the maximum permitted height limit of the zone. Overall, as considered in the LVEA landscape effects are limited to the site, and in our opinion are therefore less than minor on adjoining public spaces and private properties.

Regarding visual effects from the existing activities on private and public viewing audiences, the Boffa Miskell LVEA has assessed these in all locations (i.e., north, south, east and west).

In terms of visual effects from properties to the north, south and east these are all considered to be neutral-very low due to the existing bunding, nature of the activities, topography and location and planting that has been established on site to date. This corresponds to a less than minor effect in RMA terms.

There are no public views available from the west into the site, however there are a number of private properties located to the west. Immediately to the west, the property located at 297 Te Puna Station Road is also zoned Industrial and part of the TPBPSP. The existing house on this site is well surrounded by vegetation The existing activities are well separated from this site and given the zoning it is considered that effects are less than minor on this property.

As noted in the LVEA, the property located at 110 Te Puna Road is elevated approximately 45m above the site and has direct views to the Eats including the area of existing activities. Due to the elevation, effectively no screening of any activity on site could effectively occur, however a started in the LVA the intention is not to fully screen activities rather break integrate activities into the environment. Given the nature of the existing activities, compliance with height limits and the fact that existing planting will further mitigate visual impacts of the activities over time it is considered that visual effects on this property are less than minor.

Overall, it is our opinion that amenity, character, landscape and visual effects are either mitigated or result in effects that are less than minor.

5.2 Traffic/Access

As noted previously, the existing entrance to the site is to be upgraded and sealed as detailed in the Harrison Transportation Traffic Assessment. This will provide temporary access to the existing site activities until such time as resource consent is granted for

earthworks and the structure plan waivers and the vehicle entrance is completed and updated to the required structure plan standard.

As noted in the TA, the entrance complies with the minimum sight distances required in the plan and can meet the relevant separation distances from other intersections and accessways.

Accordingly, it is considered that the access is safe and adequate to serve to serve the existing activities for the interim period.

At this time, the existing metalled internal accessway will be utilised to serve the activities under the new private road is constructed as requested in RC12979. Given the intermittent and low volumes of traffic this is considered appropriate.

The Te Puna Business Park Structure Plan outlines restrictions in terms of the number of daily traffic movements permitted within the Business Park. This is based on the amount of traffic generation the surrounding transport network can cater for and compliance with these restrictions will result in an anticipated and therefore less than minor effect. The TA has undertaken an assessment and confirms the maximum number of vehicle movements resulting from the initial structure plan development stages will not be exceeded.

Based on monitoring undertaken the Te Puna Station Road/SH 2 intersection is adequately functioning and would cater for the vehicle movements generated by the development of the site.

Waka Kotahi NZTA have been consulted by the applicant as part of RC12979 for the overall development of the site and they have confirmed that they do not require the SH 2/Te Puna Station Road intersection to be upgraded and subsequently provided written approval to the development.

All other pre-requisite roading matters/intersection upgrades have been met and/or completed.

The Financial Contributions required to be paid by the applicant is anticipated to contribute to this mitigation.

Traffic from the existing activities has been assessed the TA (including surveys of existing traffic) and it is considered that the existing roading network is adequate to cater for traffic from the development without any further upgrading requirements. The peak traffic in the morning period has been surveyed at 3 vehicles per hour with an afternoon peak of 2 vehicles per hour.

Given the above it is considered that the effects on traffic from the activity will be less than minor overall.

5.3 Servicing

As previously discussed, stormwater management for the overall development site is being addressed under RC12979.

As assessment of stormwater generated from the existing activities has been undertaken by Stratum Consultants Limited which confirms stormwater from the activities is disposed of diffusely and is no greater than a permitted metalled area on the site.

Water supply is existing via Council reticulation and as previously noted a significant Financial Contribution will be paid towards water supply. Whilst Council has previously advised that there is no ability for reticulated firefighting supply, onsite storage can be provided and conditioned to ensure that this requirement is met.

This application does not propose any buildings or associated onsite wastewater disposal system to be established onsite. Should any of the activities require bathroom facilities, portable/temporary facilities will be provided with all wastewaters removed and appropriately disposed of offsite. This is due to the flooding designation on site which constrains the ability for onsite wastewater disposal.

In our opinion, based on the engineering assessment, stormwater is effectively managed and mitigated. Water supply can be provided, and servicing effects will be less than minor overall.

5.5 Summary of Assessment of Effects

Overall, it is considered that the effects of temporarily allowing the existing Industrial Activities to operate until such time as the structure plan requirements are met and/or waived will be less than minor. As a Non-Complying Activity, it is our opinion that the second arm of the Section 104D "Gateway Test" is also met.

7.0 STATUTORY ASSESSMENTS

7.1 National Environmental Standard for Assessing & Managing Contaminants in Soil to Protect Human Health (NESCS)

The northern area of the A & J Demolition yard was previously utilised for concrete crushing which is identified as G6 – waste recycling, on the MFE HAIL list.

The NESCS is only triggered if any soil disturbance is proposed in this area or there is a change in landuse.

No soil disturbance is proposed or required as part of the current application to retain the existing activities on site. No residential landuse is proposed and the sites are being utilised for Industrial purposes only per the zoning.

As such it is considered that is highly unlikely that the development will result in any risk to human health from soil disturbance activities and the activities are permitted under the NESCS.

7.2 Assessment of Part II Resource Management Act 1991

7.2.1 Section 5

The proposal has regard to the purpose of the Act in that natural and physical resources of the site are being managed in a sustainable manner. The efficient and intensive use of the existing physical resources of the site for its zoned purpose is consistent with Part 2 of the Resource Management Act 1991, and ultimately the Section 5 sustainable management purpose.

The proposal does not detrimentally affect the potential of natural and physical resources to meet the reasonably foreseeable needs of future generations, nor the life supporting capacity of water, soil, air and ecosystems.

No adverse effects on the environment which are not able to be avoided, remedied, or mitigated by consent conditions will be created through granting consent to the activities.

7.2.2 Section 6

The site is identified within both the floodable (100 year) and harbour inundation areas of the District Planning Maps.

The application does not propose any permanent buildings or structures that would be affected by flooding on the site.

In order to mitigate the risk from flooding resulting from onsite wastewater management, it is proposed to use portaloo's or the like so that wastewater will be removed from the site.

There are no other relevant matters of national importance.

7.2.3 Section 7

Regard has been given to:

- The efficient use and development of natural and physical resources;
- The maintenance and enhancement of amenity values; and
- Maintenance and enhancement of the quality of the environment.

The proposal is an efficient use and development of the existing physical resources of the site. The proposal to continue with the existing onsite activities will not have detrimental impacts on the existing amenity of the surrounding environment, nor the quality of the environment given that the activities would otherwise be permitted on the Industrial zoned land if the structure plan requirements were met.

7.2.4 Section 8

Regard has been given to the principles of the Treaty of Waitangi and consultation with Pirirakau was undertaken in regard to the landscaping and overland flow path development. Pirirakau were also involved with the planting and establishment of these areas.

Given the activities themselves would otherwise be permitted by the zoning no further consultation has been undertaken.

8.0 NOTIFICATION

8.1 Section 95 Assessment

Public Notification

Section 95A of the Act sets out the circumstances where an application for resource consent must or should be publicly notified through consideration of several steps.

In terms of mandatory public notification, as detailed by Step 1 the applicant has not requested public notification, the proposal is not for an exchange of reserve land under the reserves act, and public notification is not required under Sec 95(c).

Regarding Step 2, public notification is not precluded as there is no applicable rule within the District Plan or an NES precluding public notification and the application is

not for a controlled activity or a restricted discretionary, discretionary, or non-complying boundary activity.

Regarding Step 3, there is no applicable rule under the District Plan or an NES that requires public notification and pursuant to Sec 95(d) adverse effects are considered to be less than minor overall.

In terms of Step 4, we do not consider that there are any special circumstances that require public notification, and that the application therefore does not require public notification under Section 95A (9)(b). The land is zoned Industrial and traffic and roading matters have been considered, which do not have any adverse effect on the wider transportation network. Visual effects on public viewing audiences are considered to be less than minor.

Accordingly, we consider that the application need not be publicly notified.

Limited Notification

Section 95B of the Act, in conjunction with Sections 95E & 95F details the process where limited notification of the consent application may be undertaken.

In terms of Step 1, there are no applicable protected customary rights groups or customary marine title groups, and the site is not subject to a statutory acknowledgement area or adjacent to a statutory acknowledgement area.

Regarding Step 2, limited notification is not precluded by any rule within the District Plan, or an NES and the application is not a controlled activity.

In the case of Step 3, the application is not for an infringed boundary activity and again is not a relevant prescribed activity excluding notification.

In terms of Step 4, we consider that no special circumstances exist that would require notice to be served on any other party and as such it is considered that the application can be processed on a non-notified basis.

With regards to effects of the activities on adjoining or adjacent property owners, screening is provided that mitigates any adverse visual effect. Visual impacts are further mitigated by separation distances from adjoining residential activities. Based on the noise modelling and measurements undertaken the activities will also comply with the permitted noise limits for the zone. Effects on adjoining property owners are therefore considered to be less than minor.

Notification Conclusion

Accordingly, it is considered that this proposal meets the tests of all of Sections 95A to 95F and can be processed without public notification, and without any requirement for limited notification of the application on any third parties.

8.2 Section 104D

The proposal is a Non-Complying Activity under the Operative District Plan and accordingly the proposal must be assessed under Section 104D of the Act.

Applying Section 104D of the Act, which is commonly referred to as the "gateway test" a resource consent for a non-complying activity may be granted if either:

- The adverse effects of the activity on the environment will be minor; or
- The application is for an activity that will not be contrary to the objectives and policies of the District Plan.

If Council is satisfied that either limb of the gateway test is met, discretion is available to grant or refuse consent in making the decision the Section 104 matters to which regard must be given are:

- The actual and potential effects on the environment of allowing the activity.
- Relevant provisions of the District Plan; and
- Any other matter considered relevant.

As concluded at Section 6.0 of the application, any effects of the proposal on the environment will be less than minor overall.

As stated in Section 5.0 of the application, it is considered that the proposal is consistent the relevant objectives and policies of the Operative District Plan.

Both limbs of the gateway test can therefore be met, and the application can be considered under Section 104 of the Act.

As per the assessment of Part II of the Resource Management Act in Section 7.2 above, we consider that the application is able to meet the provisions of Part II of the Act and Section 104 and that the application can therefore be approved.

9.0 Anticipated Conditions

The below conditions are anticipated. We understand the conditions of consent will not be limited to the below list and request that a copy of the draft conditions be made available for review prior to the issuing of the consent decision.

- Payment of water and transportation FINCO's for the utilisation of 1.6ha of the land
- The vehicle access from Te Puna Station Road shall be constructed in accordance with Drawing W437, Diagram A of the WBOPDC Development Code except for widening on the opposite side of Te Puna Station Road as specified within the Transportation Assessment Report.
- The amenity screen planting shall be maintained by the consent holder on an ongoing basis.

10 Conclusion

The proposal to operate the four existing activities on site until such time as the structure plan requirements are met is outlined in detail in Section 3.0 of this application and is shown on the accompanying plans.

With regard to the assessment of environmental effects contained in Section 6.0, the actual and potential resultant effects of the proposal have been demonstrated to be less than minor and can adequately be mitigated.

With regards to the relevant Industrial Zone Objectives and Policies it is our view that the proposal is fully consistent with intention of these.

In our opinion both arms of the Section 104D "Gateway Test" can be met and therefore the application can be considered and granted pursuant to Section 104 of the Act.

There are no unusual circumstances that would require Limited or Public Notification of the application.

Accordingly, we seek that Council take a positive approach to this application and support it through the non-notified resource consent process.

Shae Crossan for Stratum Consultants Ltd on behalf of the applicant

8 February 2023

Date

Appendix A
Record of Title

RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD

Search Copy

R.W. Muir
Registrar-General
of Land

Identifier	**SA22C/188**
Land Registration District	**South Auckland**
Date Issued	27 July 1977

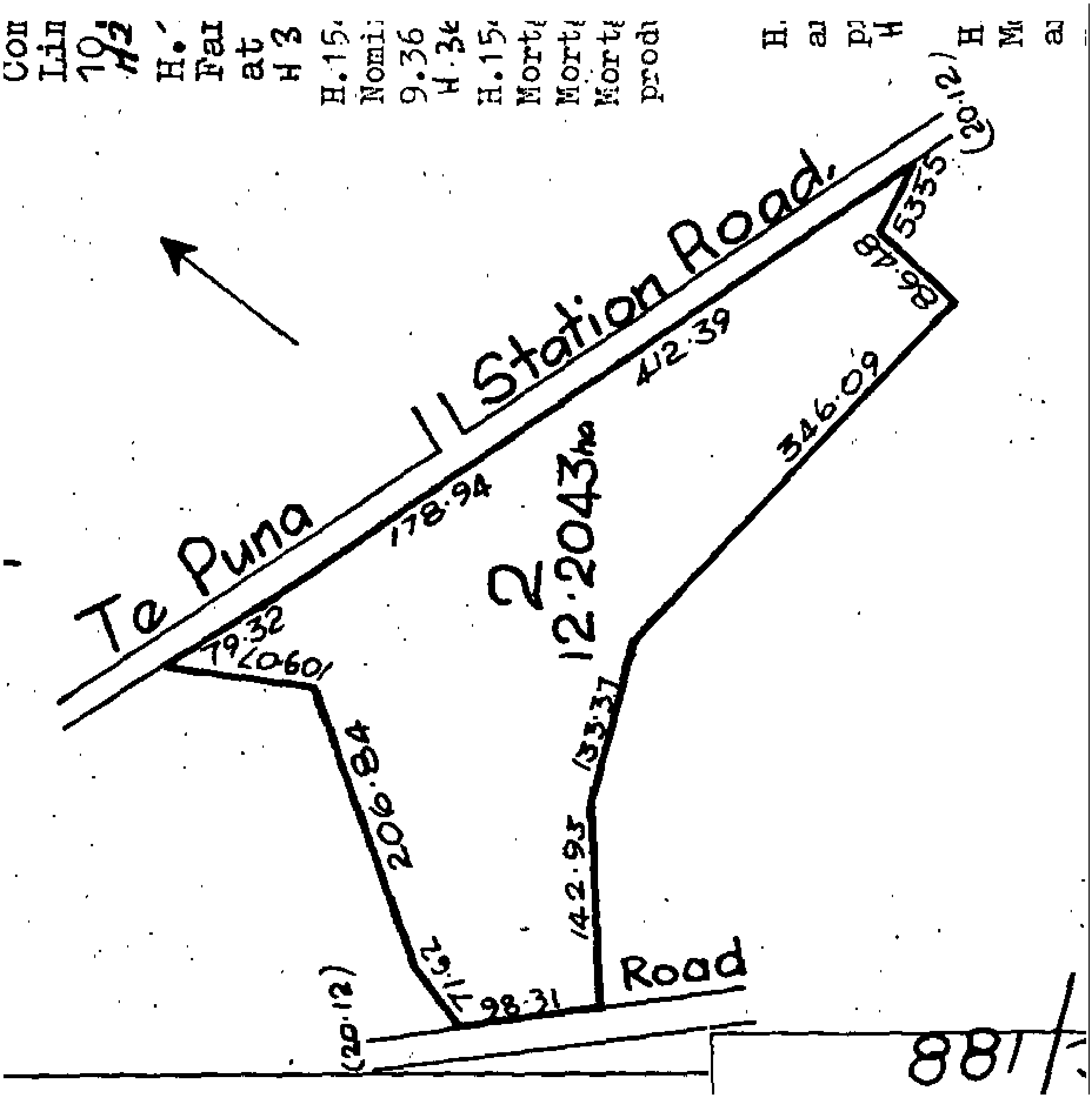
Prior References
SA10B/479

Estate	Fee Simple
Area	12.2043 hectares more or less
Legal Description	Lot 2 Deposited Plan 22158

Registered Owners
Barry Care Daniel, Beth Mary Daniel and GI Finlay Trustees Limited

Interests

9824451.2 Mortgage to ANZ Bank New Zealand Limited - 29.8.2014 at 2:51 pm


Te Puna Station Road.
412.39
178.94
79.32
79°06'01"
206.84
71.62
98.31
Road
142.93
133.37
346.09
86.98
53.55
(20.12)
(20.12)
2
12.2043ha
881

Appendix B
Site Plan

C	-	-	-
B	-	-	-
A	23.11.22	MJH	DRAFT
No.	Date	By	Issue/Revision

NOTES/KEY:

DRAWN:	MJH
CHECKED:	-
DESIGNED:	-
SURVEYED:	-
OFFICE:	TE PUKE
CONTACT:	07 573 7717

Tinex Group Ltd
245 Te Puna Station Road
Te Puna

Existing Site Plan
Lot 2 DP 22158

ORIGINAL DWG. SIZE A1

SCALE: **1:1000**

DRAWING No.
423022-T-P-D001

SHEET No. **01**

ISSUE **A**

Stratum CONSULTANTS
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Planners I Engineers I Surveyors

Appendix C
Transportation Assessment

Harrison Transportation

Tinex Group Existing Activities

Te Puna Station Road Te Puna

Transportation Assessment Report

November 2022

PO Box 11557
Palm Beach
Papamoa 3151

Reference: 548 TA v1

Contents

1. Introduction

Tinex Group Ltd seek consent for the existing yard-based industrial activities at 205 and 245 Te Puna Station Road, Te Puna. This report has been prepared, at the request of Stratum Consultants, to assess the transportation effects of the existing activities. The key transportation issues associated with the yard-based industrial activities are:

- The level of traffic generated by the industrial activities and the effect of these activities on the adjacent road network.
- The provision of suitable access to the site.

These issues are discussed in this report. By way of a summary it is concluded that, with the recommendations given in this report, the existing industrial activities are readily accommodated within the local transportation environment.

2. The Site

The site is located on the southern side of Te Puna Station Road, approximately 200 m west of Clarke Road. The location of the site is shown on Figure 1.

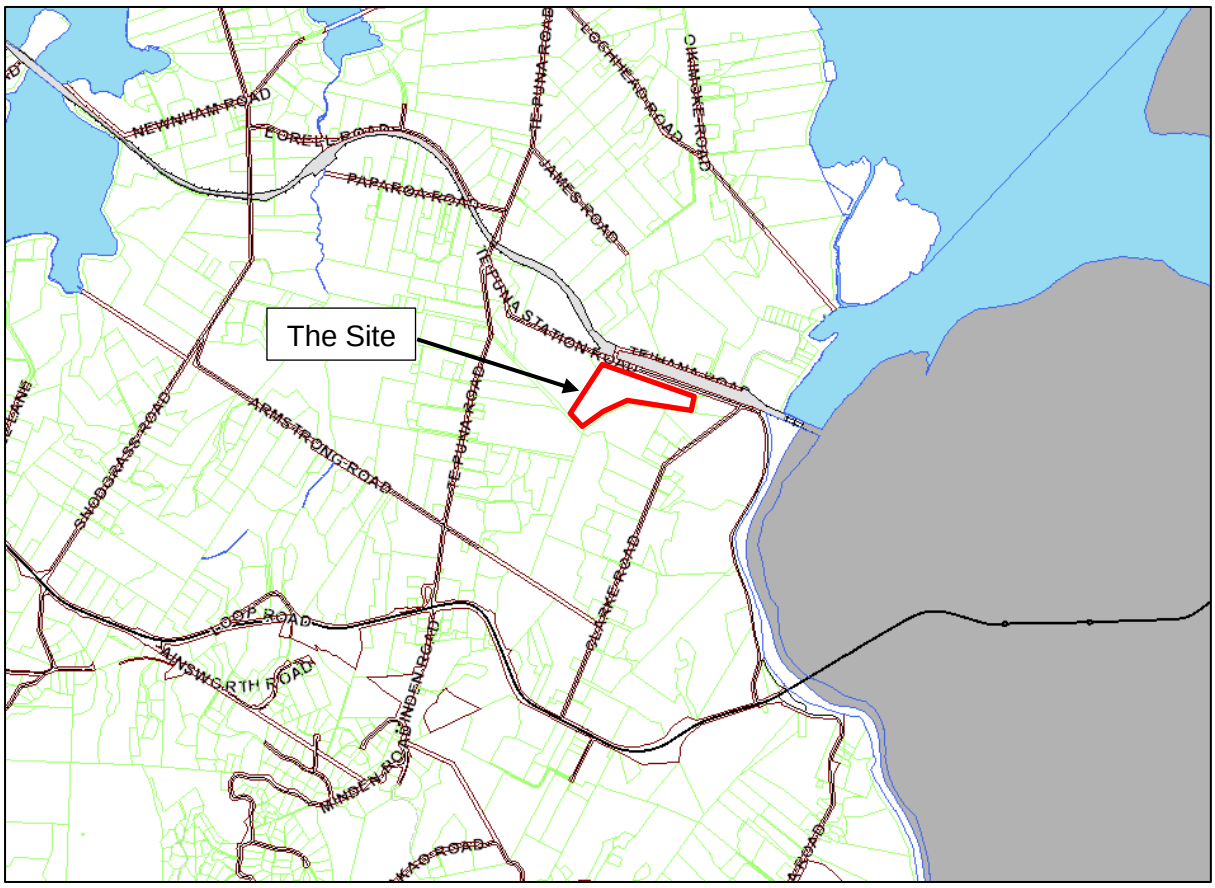

Figure 1: Site Location

The site is zoned Industrial in the Western Bay of Plenty District Plan and is located within the Te Puna Business Park Structure Plan area.

The site is presently used for a variety of yard-based industrial activities including house removals and demolition. Photograph 1 shows the site, viewed from Te Puna Station Road.

Photograph 1: The Site, Viewed From Te Puna Station Road

Adjacent activities are predominantly yard-based industrial.

3. Transportation Environment

Te Puna Station Road is classified in the District Plan as a Local Road. It provides access to the local rural area as well as an alternative route between Te Puna Road and SH2 at Bethlehem. Adjacent to the site it has a 7.2 m wide carriageway marked with a centreline and edge lines to provide a 3.0 m wide eastbound traffic lane and a 3.3 m wide westbound traffic lane, with approximately 0.5 m wide shoulders on each side.

It is noted that the road classification given in the District Plan has not been updated for many years. A more recent road classification is given in the Waka Kotahe NZTA *"One Road Network"* classification. This classifies the full length of Te Puna Station Road as a Primary Collector Road.

Photograph 2 shows Te Puna Station Road looking to the east while Photograph 3 shows Te Puna Station Road looking to the west.

Photograph 2: Te Puna Station Road Looking East

Photograph 3: Te Puna Station Road Looking West

The intersection of Te Puna Station Road with SH2 is a Tee-intersection with Give Way control on the Te Puna Station Road approach. Both a right turn bay and a left turn slip lane are provided on SH2.

The intersection of Te Puna Station Road and Te Puna Road is a Tee-intersection with Stop control on the Te Puna Station Road approach. Separate left and right turn lanes are provided on the Te Puna Station Road approach.

Te Puna Station Road between Clarke Road and Te Puna Road has an 80 km/h speed limit. East of Clarke Rd, Te Puna Station Road has a 60 km/h speed limit.

4. Te Puna Business Park Structure Plan

The site is located within the Te Puna Business Park Structure Plan area. The Structure Plan is shown on the following Figure 2.

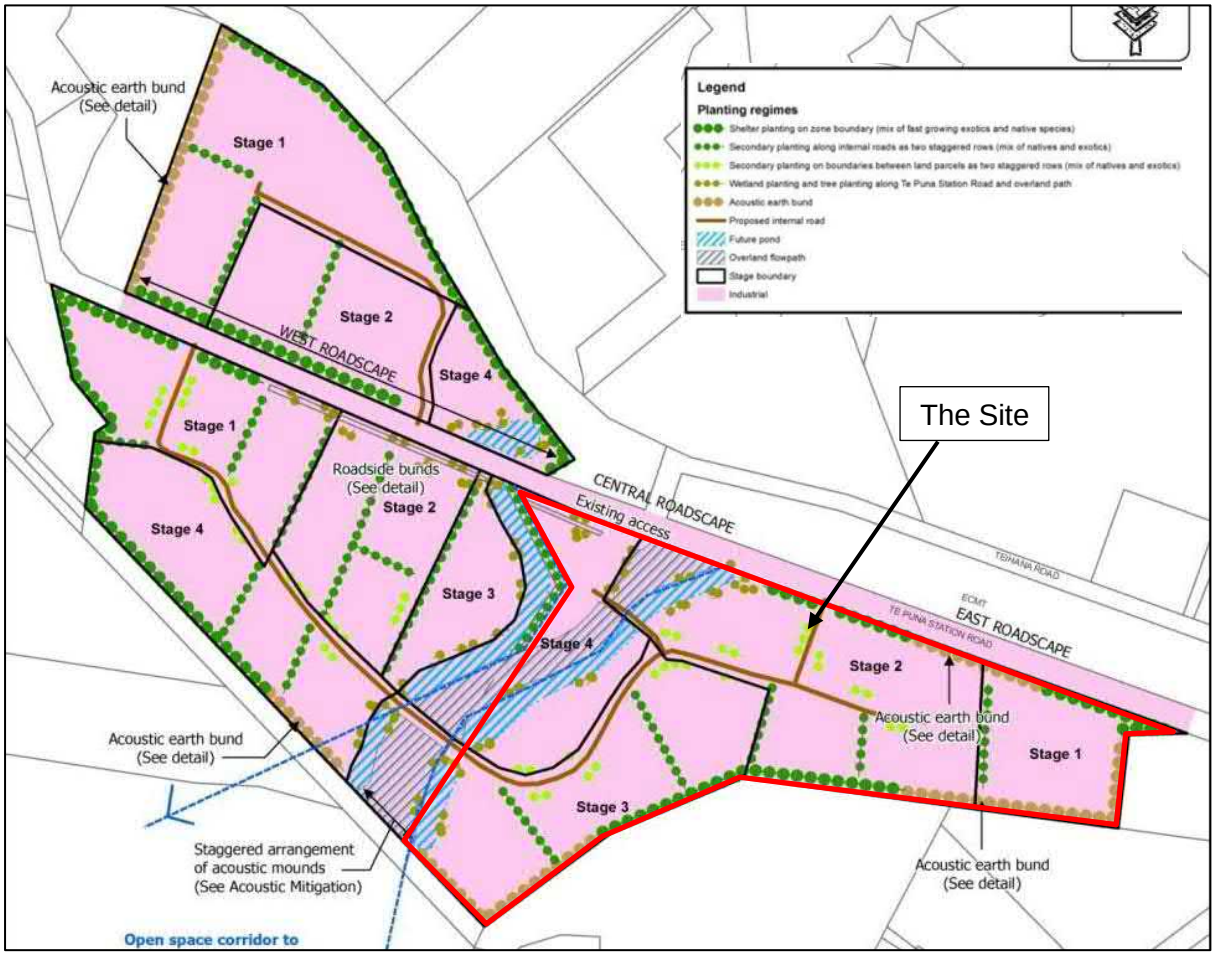

Figure 2: Te Puna Business Park Structure Plan

The figure shows that the Structure Plan area is divided into a number of stages, with an internal loop road providing access within the site. The Structure Plan requires the following road upgrading works to be carried out:

Location	Description	Completed?
SH2 / Te Puna Road Intersection	Upgrade to a roundabout	Yes
SH2 / Te Puna Station Road Intersection	Widening for left turn movements onto SH2	No
Te Puna Road / Te Puna Station Road Intersection	Provision for left and right turn movements	Yes
Clarke Road	Minimum of two traffic calming thresholds installed at the northern end	Yes
Access onto Te Puna Station Road	Planning Policy Manual Diagram D	Proposed

Table 1: Structure Plan Upgrading Works

Waka Kotahe has confirmed that the intersection of SH2 and Te Puna Road has been upgraded to a roundabout, as required, and that the roundabout has adequate capacity to accommodate industrial traffic associated with the Business Park. Waka Kotahe has also

confirmed that, while the intersection of SH2 and Te Puna Station Road has not yet been carried out, this will not unduly compromise network safety or efficiency. Waka Kotahe have therefore provided written approval for the future development of the site.

The access to Te Puna Station Road is a requirement for the continued use of the site. It is understood that, since the Structure Plan was prepared, the naming of the Waka Kotahe Planning Policy Manual (PPM) diagrams has changed and that the relevant diagram is now Diagram E.

The Structure Plan also specifies a maximum traffic generation from the Business Park of 2,600 veh/day prior to the completion of the TNL.

5. Traffic Data

5.1. Mid-Block Traffic Data

A traffic count has been carried out on Te Puna Station Road adjacent to the Business Park. The count was recorded east of the driveway to number 245, between 27 June and 4 July 2022. The average daily traffic (ADT) volumes are given in the following table.

Road	Period	Westbound	Eastbound	Two-Way
Te Puna Station Road	5-Day	1,233	1,831	3,064
	7-Day	1,200	1,665	2,865

Table 2: Daily Traffic Count Data (veh/day)

Table 2 shows low to moderate traffic volumes, with a bias of more vehicles travelling eastbound than westbound. It is understood that this bias is due to Te Puna Station Road being used as a short-cut to avoid queues on SH2.

The peak hour volumes are given in the following table.

Road	Period	Westbound	Eastbound	Two-Way
Te Puna Station Road	AM Peak	95	365	460
	PM Peak	134	121	255

Table 3: Peak Hour Traffic Count Data (veh/h)

The morning peak occurred on Tuesday between 8.00am and 9.00am, while the evening peak occurred on Friday between 4.00pm and 5.00pm. Table 3 again shows a bias of more vehicles travelling south-eastbound than north-westbound, particularly during the morning peak.

The passenger car equivalent (PCE) daily traffic volume has been assessed using the recorded percentage of heavy vehicles together with the PCE factors given in the Development Code. The resulting PCE ADT volume is given in the following table.

Road	7-Day ADT (veh/day)	Vehicle Type	Percentage	PCE Factor	PCE ADT (veh/day)
Te Puna Station Road	2,865	Light Vehicles	91	1	2,616
		Single Unit Truck	8	6	1,392
		Truck and Trailer	1	10	143
		Total	-	-	**4,151**

Table 4: PCE Daily Traffic Volumes

Table 4 shows a PCE ADT on Te Puna Station Road adjacent to the Business Park of 4,151 veh/day.

The count recorded 85th percentile vehicle speeds of 95 km/h westbound and 91 km/h eastbound.

5.2. Intersection Turning Movements

An intersection turning movement survey was carried out at the intersection of Te Puna Station Road and Te Puna Road on Thursday 19 May 2022. The turning movements are summarised on the following figure.

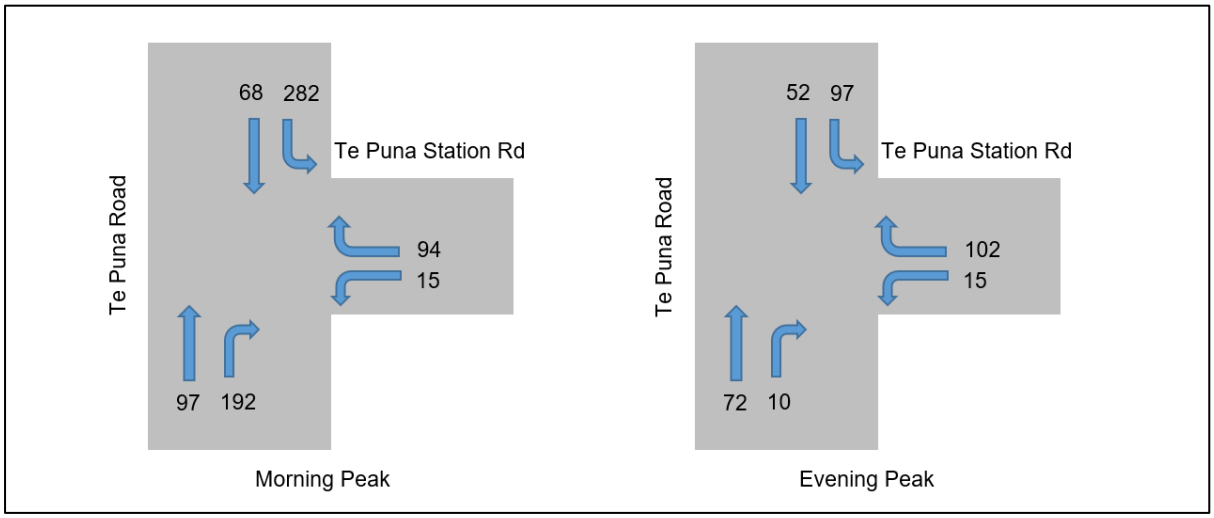

Figure 3: Intersection Turning Movements

Figure 3 shows, during the morning peak, a high number of vehicles turning left and right from Te Puna Road onto Te Puna Station Road. The evening peak does not show a significant number of vehicles undertaking the reverse movement indicating that, during the morning peak, Te Puna Station Road is being used as an alternative route to avoid congestion on SH2.

6. Crash History

A search of the Waka Kotahe Crash Analysis System (CAS) has been carried out to identify all reported crashes in the vicinity of the site during the five-year period 2017 to 2021. Available data for 2022 has also been included. The search area consisted of the full length of Te Puna Station Road, including the intersections with SH2 and Te Puna Road. The search identified 28 crashes, as follows:

- Three crashes were recorded at the intersection of Te Puna Station Road and Te Puna Road:
  - Two involved vehicles losing control while turning left into Te Puna Station Road. Both crashes resulted in a minor injury.
  - One involved a vehicle turning right into Te Puna Station Road failing to give way to a southbound vehicle on Te Puna Road. This also resulted in a minor injury.
- One crash was recorded at the intersection of Te Puna Station Road and Teihana Road, which involved a northbound vehicle on Te Puna Station Road losing control on the curve. This resulted in a minor injury.
- One crash was recorded at the intersection of Te Puna Station Road and Wairoa River Road. This involved a vehicle turning right out of Wairoa River Road failing to give way to a southbound vehicle on Te Puna Station Road.
- Four crashes were recorded at the intersection of Te Puna Station Road and SH2:
  - Two involved vehicles on SH2 hitting the rear of vehicles in a queue.
  - One involved a vehicle on Te Puna Station Road hitting the rear of a vehicle stopped for cross traffic.
  - One involved a vehicle turning right from SH2 onto Te Puna Station Road, failing to give way to an approaching vehicle on SH2. This resulted in a minor injury.
- 18 mid-block crashes were recorded on Te Puna Station Road:
  - One involved a vehicle cutting the corner and hitting another vehicle head-on, resulting in a minor injury.
  - Four involved vehicles losing control on a straight road, one of which resulted in a minor injury.
  - Ten involved vehicles losing control on a curve. Two of these resulted in a minor injury while one resulted in a fatality.
  - One involved a vehicle hitting a slip on the road.
  - One involved a southbound vehicle hitting the rear of a vehicle in a queue.
  - One involved a vehicle manoeuvring on the grass berm.
- One mid-block crash was recorded on SH2, which involved eastbound vehicle hitting the rear of a slower vehicle.

The reported crashes are shown on Figure 4.

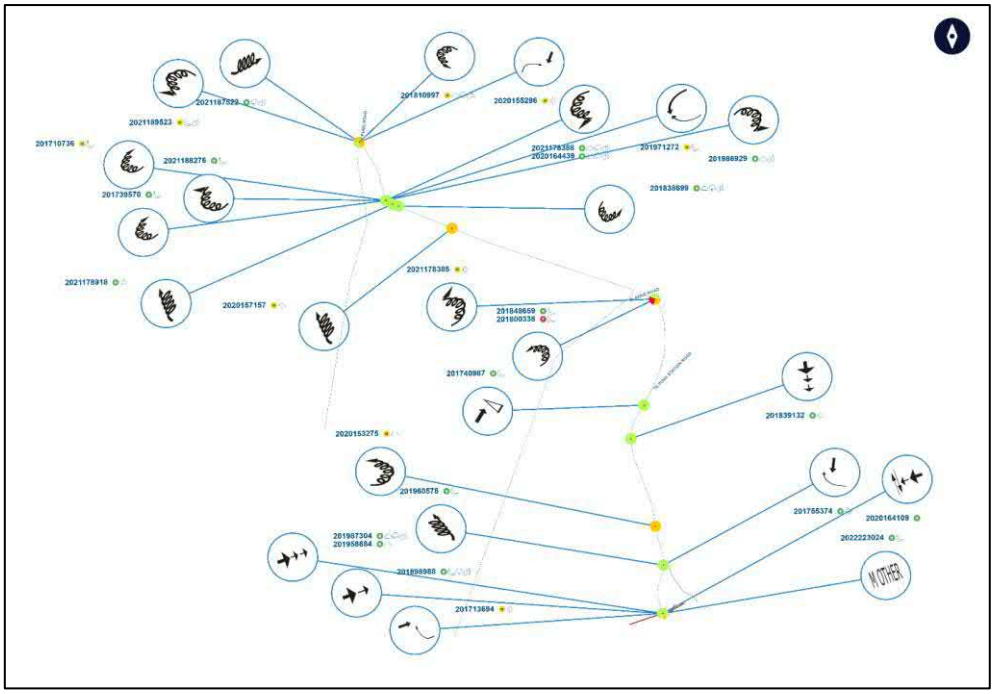

Figure 4: Crash History

Figure 4 shows clusters of crashes at the curve located to the west of the site, the curve located to the east of the site and at the intersection with SH2. This is discussed further in Section 12 of this report.

7. The Existing Activities

Tinex Group Ltd seek consent for the existing yard-based industrial use of the site. The existing activities consist of:

- Two house storage yards.
- Swimming pool storage yard.
- Tyre storage yard.

Access to the site is via an existing vehicle entrance at 205 Te Puna Station Road. No changes to the access are proposed.

A copy of the site plan, prepared by Stratum Consultants, is attached to this report.

8. Traffic Generation and Distribution

A survey of the existing traffic generation was carried out during May 2022. This survey recorded the total number of vehicles entering and exiting the site during the morning and evening peak periods. The results of the survey are summarised in the following table.

Vehicle Entrance	AM Peak (veh/h)	PM Peak (veh/h)	Estimated ADT (veh/day)
205 Te Puna Station Road	3	2	25

Table 5: Existing Traffic Generation

Table 5 shows an existing peak hour traffic generation of between 2 veh/h and 3 veh/h, with an estimated daily traffic generation of 25 veh/day.

The number of vehicles turning in and out of the site during the morning and evening peaks is shown on the following figure.

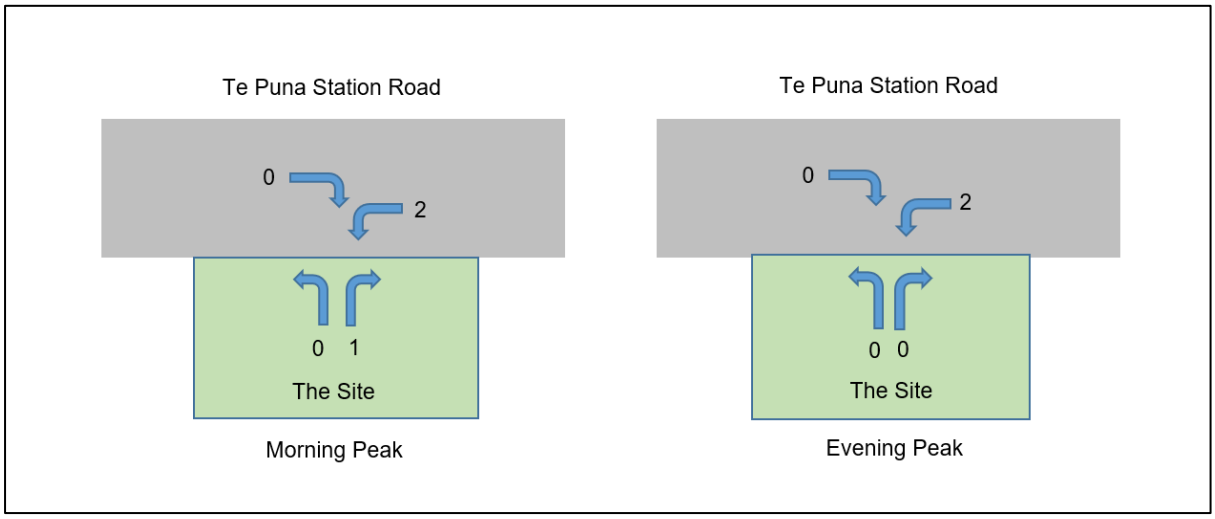

Figure 5: Expected Turning Movements (veh/h)

Figure 5 shows very low turning movements, with all vehicles travelling to and from the east. Overall, during the full survey period, 90% of vehicles travelled to and from the east, with 10% to and from the west.

One heavy vehicle turned left into the site in the morning peak and one in the evening peak. Over the full survey period, 40% of vehicles turning in and out of the site were light vehicles and 60% were heavy vehicles.

9. Traffic Effects

9.1. Te Puna Station Road

As there are no changes proposed to the existing activities, it is expected that there will be no increase in traffic on Te Puna Station Road. The effects of the existing traffic have however been assessed.

Section 5.1 of this report has identified an existing ADT on Te Puna Station Road adjacent to the site of 2,865 veh/day, with a PCE ADT of 4,151 veh/day.

For rural roads with a PCE ADT of over 2,500 veh/day, the Development Code specifies a specific design in accordance with the NZTA *"State Highway Geometric Design Manual"*. This manual has been superseded by the Austroads *"Guide to Road Design"* series of guides. The Austroads Guide recommends, for rural roads with an ADT of between 1,000 veh/day and 3,000 veh/day, two 3.5 m wide traffic lanes with 1.0 m wide sealed shoulders, giving a total seal width of 9.0 m. The existing 7.2 m wide carriageway is narrower than the recommended width.

The Austroads Guide states that narrower lanes (down to 3.3 m) may be considered where any of the following apply:

- The road reserve or existing development form stringent controls preventing wider lanes.
- The road is in a low speed environment.
- There is little or no truck traffic.
- The alignment and safety records are satisfactory in the case of a reconstructed arterial.

Given that the Te Puna Station Road carriageway is existing and has an 80 km/h speed limit, it is assessed that a carriageway narrower than 9.0 m is appropriate.

The existing carriageway provides a 3.0 m wide eastbound traffic lane and a 3.3 m wide westbound traffic lane, with approximately 0.5 m wide shoulders on each side. While the eastbound traffic lane is less than the required minimum, given the very low traffic generation of the site, it is assessed that the existing traffic can be accommodated with minimal adverse effects.

9.2. Intersection of Te Puna Station Road and SH2

The intersection of Te Puna Station Road and SH2 is a Give Way controlled Tee intersection. The Te Puna Station Road approach to the intersection is shown on the following photograph.

Photograph 4: Te Puna Station Road Approach to SH2

This intersection has a right turn bay on SH2 for vehicles turning right onto Te Puna Station Road, as well as a left turn slip lane for vehicles turning left onto Te Puna Station Road.

The daily and peak hour traffic volumes on SH2 are high, with significant queues during peak periods, leading to delays for vehicles turning in and out of Te Puna Station Road.

The Structure Plan specifies that, to mitigate the effects of development on the State Highway, prior to the commencement of any industrial or business activity:

- The intersection of Te Puna Road and SH2 must be upgraded to a roundabout and, in addition,
- The intersection of Te Puna Station Road and SH2 must be upgraded by widening for left turn traffic movements onto the State Highway (or similar traffic management alternatives).

While a roundabout has been constructed at the intersection of Te Puna Road and SH2, the intersection of Te Puna Station Road and SH2 has not yet been upgraded.

The Structure Plan goes on to require that monitoring be carried out to confirm that the capacity of the intersection of Te Puna Station Road and SH2 remains adequate, particularly in so far as the performance of the right turn bay into Te Puna Station Road and the left hand turn from Te Puna Station Road are concerned.

The adequacy of the intersection performance is required to be assessed by reference to the outcome of monitoring in respect of the following matters (at a minimum):

- The duration of delays for all traffic movements at the intersection which shall be determined having regard to whether:
    - The 95th percentile of the measured queue lengths as a result of right turns from SH2 impedes the flow of through traffic on the State Highway i.e. the 95th percentile queue length must not exceed the storage length of the existing right turn bay.

And

- Side road time delays for traffic in Te Puna Station Road during peak periods exceed an average of 50 seconds when measured over a maximum one hour period or increase by more than 50% from the baseline monitoring (whichever is the greater).

- Crash rates, which shall be determined having regard to whether:
  - The crash rates at the intersection (including vehicles queuing or turning) exceed either five in any one year, or an average of three per annum over the previous five years (as at the date of assessment).

    And

  - The injury crash rates at the intersection increase from the baseline monitoring by any statistically significant amount.

A survey of the existing intersection performance was carried out on 12 May 2022. This identified queue lengths and delays as given in the following table.

Time Period	SH2 Right Turn Lane		Te Puna Station Road Approach	
	95th Percentile Queue (veh)	Average Delay (s)	95th Percentile Queue (veh)	Average Delay (s)
Morning Peak	2	135	49	>240
Evening Peak	5	652	9	>240

Table 6: Performance of the Intersection of Te Puna Station Road and SH2

Table 6 shows:

- A 95th percentile queue for the right turn movement on SH2 of up to five vehicles. The existing right turn bay has a storage length of 41 m which is sufficient to accommodate approximately seven vehicles. The right turn bay is therefore able to accommodate the existing 95th percentile queue without impeding the flow of traffic on the highway.
- Delays on Te Puna Station Road of over two minutes during both the morning and evening peak periods. This exceeds the specified threshold of 50 seconds.

The surveyors noted that the majority of light vehicles travelling from SH2 onto Te Puna Station Road chose to use the alternative Wairoa River Road route under the Wairoa River bridge, rather than queue in the SH2 right turn bay.

The Structure Plan requires both the right turn queue length and the side road delay conditions to be met for the condition to upgrade the intersection to be triggered. As only the side road delay condition is met, the upgrade of the intersection is not presently required.

As the industrial activities on the site are existing, there are expected to be no changes to the operational performance of the intersection.

An assessment of the crash rates at the intersection is given in Section 12 of this report.

9.3. Intersection of Te Puna Station Road and Te Puna Road

The intersection of Te Puna Station Road and Te Puna Road is in the form of a Tee intersection with Stop control on the Te Puna Station Road approach. The Te Puna Station Road approach to the intersection is shown on the following photograph.

Photograph 5: Te Puna Station Road Approach to Te Puna Road

The Structure Plan specifies that, to mitigate the effects at the intersection of Te Puna Station Road and Te Puna Road:

- Prior to commencement of any industrial or business activity on the Te Puna Business Park land, the intersection of Te Puna Road and Te Puna Station Road must be upgraded to include provision for left turn and right turn movements or similar traffic management alternatives.
- Written evidence is to be provided to Council that the design and construction of the intersection upgrade, or similar traffic management alternatives, is to the satisfaction of the Council's Group Manager Infrastructure Services.

While there is no right turn bay on Te Puna Road, Council has confirmed that the intersection has been upgraded in accordance with the requirements of the Structure Plan.

The turning movement survey, as discussed in Section 0 of this report, identified a peak hour traffic generation of 2 to 3 veh/h, with 10% of vehicles travelling to and from the west. This is, on average, less than one vehicle using the intersection of Te Puna Road and Te Puna Station Road each hour. Any effects of this existing traffic are assessed as negligible.

10. Access

10.1. Vehicle Entrance Location

The existing vehicle entrance is proposed to be retained. This is shown on the following photograph.

Photograph 6: Existing Vehicle Entrance

In Industrial zones, the Development Code specifies a minimum separation distance of 25 m between a vehicle entrance and an adjacent intersection, measured to the intersection of the legal road boundaries. The proposed separation distances are as follows:

- East to Clarke Road: 315 m.
- West to Te Puna Station Road: 1.2 km.

The available separation distances exceed the specified minimum so comply.

It is noted that the Structure Plan specifies three intersections to service the Business Park zone, with a minimum separation distance of 200 m between each intersection. None of the vehicle entrances within the Business Park have been upgraded to an intersection.

The available separation distance to the Overton site vehicle entrance is however approximately 580 m, which exceeds the intersection spacing requirement.

10.2. Turning Movements

An assessment of the warrant for the provision of a right turn bay at the vehicle entrance during both the morning and evening peaks is given in the following figures. In accordance with the Austroads Guide, this assessment has been carried out using the actual number of vehicle movements rather than PCE movements.

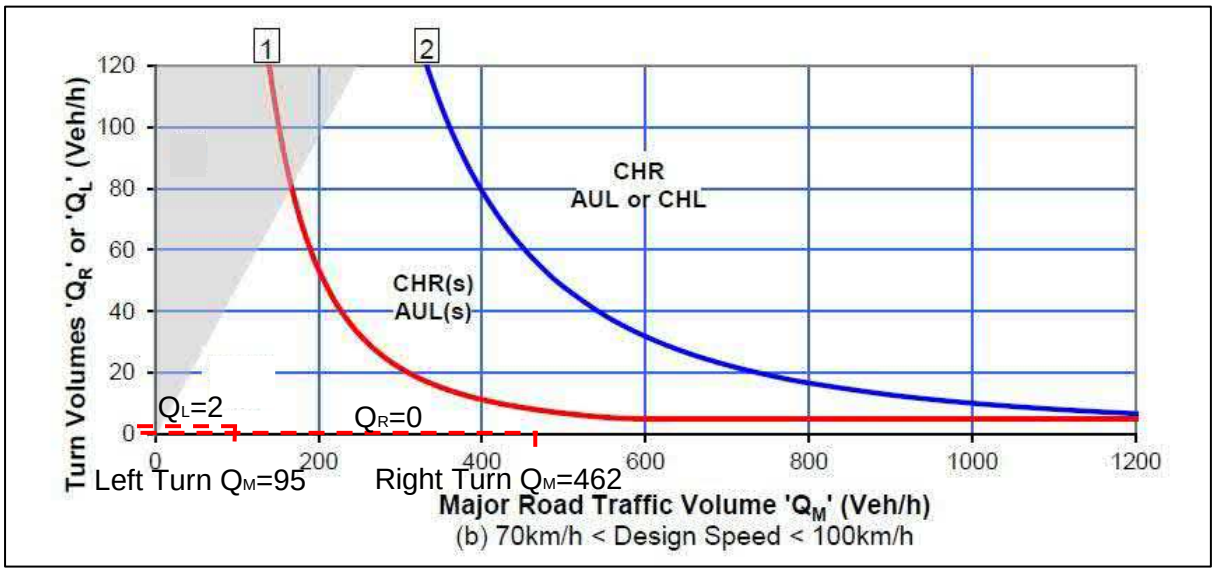

Figure 6: Warrant for Auxiliary Turning Lanes, Morning Peak

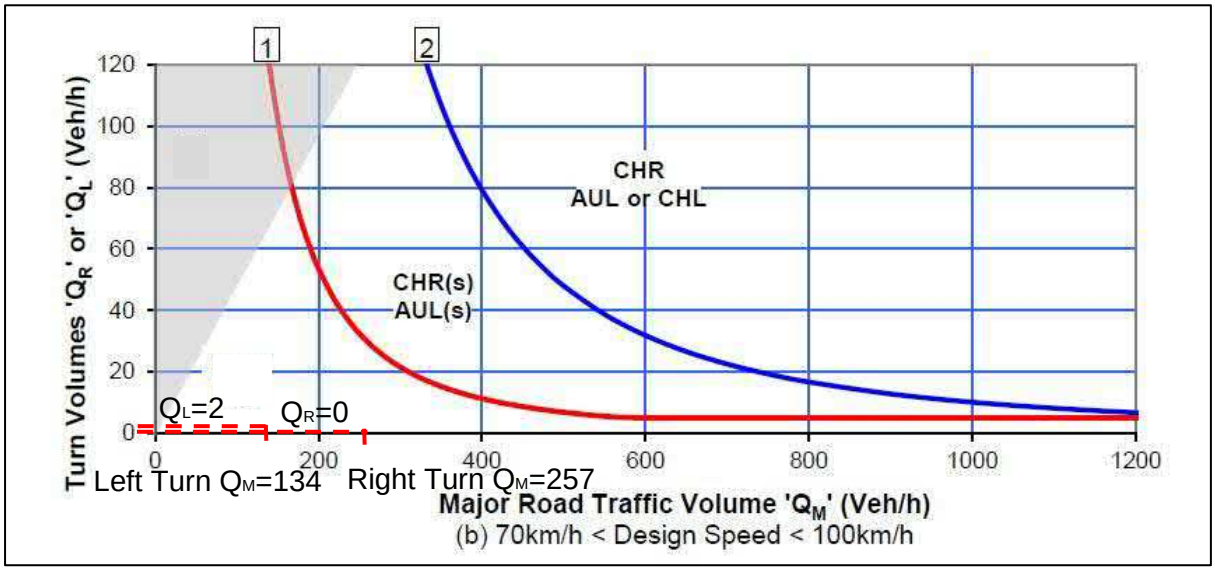

Figure 7: Warrant for Auxiliary Turning Lanes, Evening Peak

Figure 6 and Figure 7 show that neither left nor right turn lanes are warranted.

10.3. Vehicle Entrance Design

Drawing 437 of the Development Code specifies the required standard for rural vehicle entrances. For commercial development, Diagram A is required, as shown on the following figure.

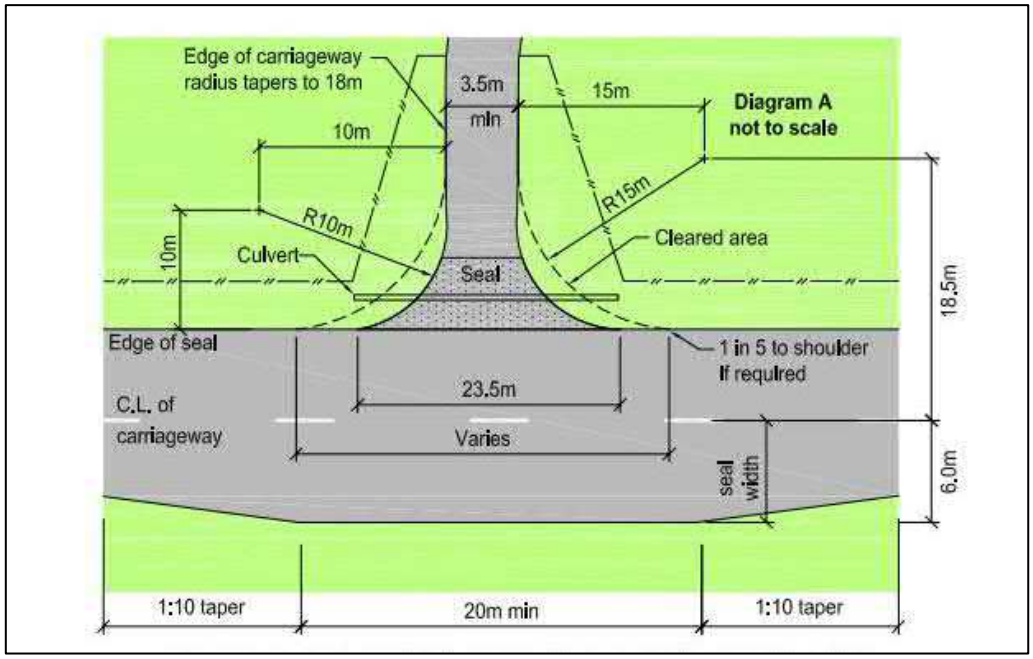

Figure 8: Development Code Diagram A

Figure 8 shows a minimum 3.5 wide entrance, increasing to 23.5 m at the edge of seal, and with widening on the opposite side of the carriageway.

The Structure Plan however specifies that the access to the site be formed in accordance with the Waka Kotahe *"Planning Policy Manual"* (PPM) Diagram D. It is understood that, since the Structure Plan was prepared, the naming of the PPM diagrams has changed, and that the relevant requirement is now Diagram E. This standard is shown on the following figure.

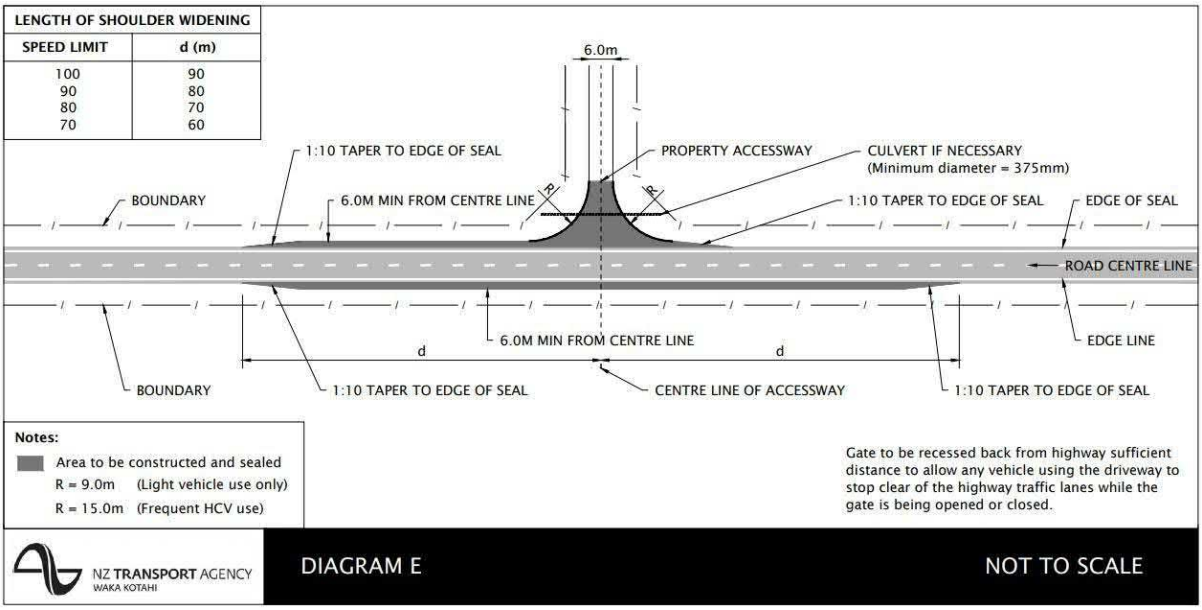

Figure 9: Waka Kotahe PPM Diagram E

Figure 9 shows that Diagram E requires widening for the left turn into the site; a taper for the left turn movement out of the site; and widening on the opposite side of the carriageway. It is understood that, when the site is developed, the vehicle entrance will be upgraded in accordance with this standard.

It is noted that the traffic volumes on Te Puna Station Road are low to moderate and the traffic generation of the existing activities within the site is very low. Given the low traffic generation, it is assessed that the use of a Diagram A vehicle entrance is appropriate to accommodate the existing vehicle movements.

The traffic generation data given in Section 0 of this report identified 10% of vehicles travelling to and from the west. This is approximately one vehicle turning right into the site per day. Given this very low level of traffic generation from the west, it is assessed that the widening on the opposite side of the carriageway, as shown on Diagram A above, is not required. It is therefore recommended that the existing vehicle entrance be upgraded in accordance with Diagram A of the Development Code, however without the widening on the opposite side of the carriageway.

It is noted that Diagram A requires the vehicle entrance to be sealed to the boundary. The existing entrance is not sealed. It is recommended that the entrance be sealed as required.

10.4. Sight Distances

The Development Code specifies the minimum sight distances to be provided at a vehicle entrance in accordance with the classification of the road and the operating speed of vehicles along the road. Section 3 of this report has identified that, while Te Puna Station Road is classified in the District Plan as a Local Road, it is classified in the Waka Kotahe *"One Road Network"* classification as a Primary Collector Road. The Primary Collector Road classification has been adopted for this assessment.

Section 5.1 of this report has identified recorded 85th percentile vehicle speeds of 95 km/h westbound and 91 km/h eastbound. A measured speed of 100 km/h has therefore been adopted for this assessment. The required sight lines are shown on the following figure.

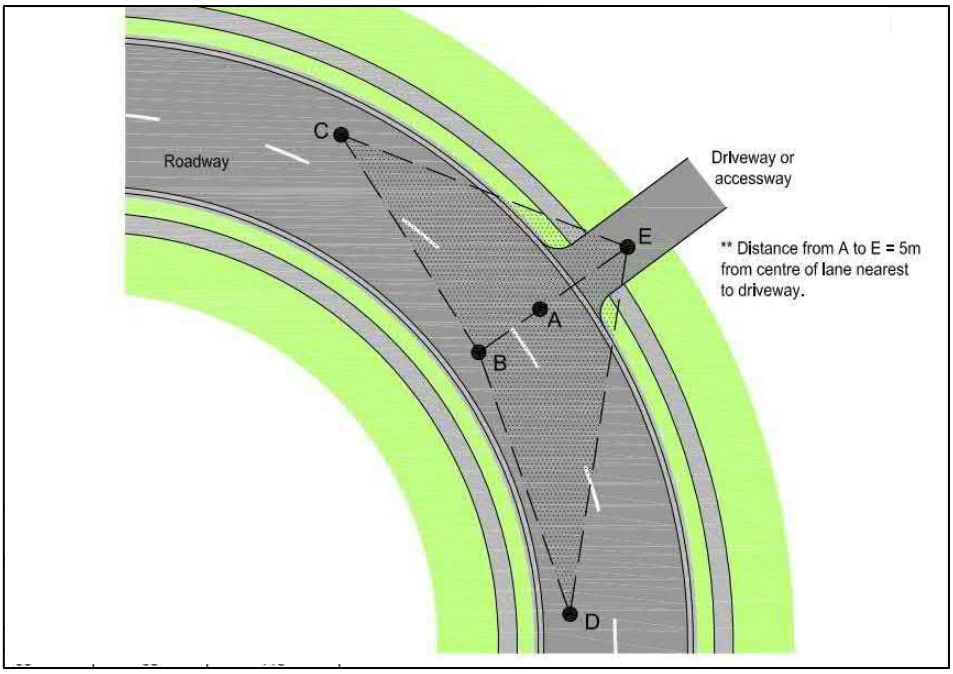

Figure 10: Required Sight Lines

Figure 10 shows that the required lines of sight are required to be measured from both the side road and from the centre of the far side traffic lane.

The compliance of the available sight distances with these requirements is given in the following table.

Observation Point	Direction	Sight Distance (m)		Complies?
		Required	Available	
Vehicle Entrance	To the East	250	>250	Yes
	To the West	250	>250	Yes
Traffic Lane	To the East	250	>250	Yes
	To the West	250	>250	Yes

Table 7: Sight Distances at the Site Access

Table 7 shows that the available sight distances exceed the required minimum.

The available sightlines are shown in the following photographs.

Photograph 7: Sightline, Vehicle Entrance to the East

Photograph 8: Sightline, Vehicle Entrance to the West

Photograph 9: Sightline, Traffic Lane to the East

Photograph 10: Sightline, Traffic Lane to the West

Photograph 7 shows that there are power poles located within the sight line from the vehicle entrance to the east. Visibility is however available between the poles.

11. Parking

11.1. On-Site Parking

While the District Plan has no minimum on-site parking requirements, the Plan has a policy that activities should be established and operate in a manner which ensures safe and effective on-site and off-site vehicle parking. At the time of writing, details of the available on-site parking were not available. It is however noted that ample site area is available for on-site parking. On the days of the site visits, it was observed that there was no overflow of parking onto Te Puna Station Road.

The New Zealand Standard (NZS) 4121:2001 "*Design for Access and Mobility – Buildings and Associated Facilities"* specifies the required number of accessible car parking spaces to be provided. While no dedicated accessible parking spaces are proposed, ample space is available within the site for the provision of accessible parking on an as-required basis.

It is understood that the on-site parking is informal, with the spaces not being marked. A review of the car park layout could therefore not be carried out.

The District Plan requires parking and loading areas in industrial zones to be sealed, while in rural zones the parking and loading areas may be metalled. While the site is in an industrial zone, given the rural location, metalled parking and loading areas are assessed as appropriate.

11.2. Loading and Servicing

The District Plan requires all Permitted activities to provide one loading space. As the existing activities are yard based, no dedicated loading spaces are provided. Ample space is however available within the site for loading on an as-required basis.

11.3. On-Site Manoeuvring

The District Plan requires on-site manoeuvring to be provided so that all vehicles can enter and exit the site without reversing onto of off the road. Again, ample space is available for on-site manoeuvring in accordance with District Plan requirements.

11.4. Bicycle Parking

The District Plan requires all activities to provide at least one bicycle parking space. While the use of bicycles is expected to be minimal, ample space is available within the site for bicycle parking on an as-required basis.

12. Road Safety

Section 0 of this report has identified clusters of crashes at the curve located to the west of the site, the curve located to the east of the site and at the intersection of Te Puna Station Road with SH2.

Inappropriate speed was identified as a common contributing factor in the loss of control crashes on the curves. It is noted that, in March 2021, the speed limit on Te Puna Station Road was reduced from 100 km/h to 80 km/h. This is expected to reduce the number of speed related crashes.

The Structure Plan requires that monitoring be carried out to confirm that the capacity of the intersection of Te Puna Station Road and SH2 remains adequate. This includes an assessment of the crash rates, which shall be determined having regard to whether:

- The crash rates at the intersection (including vehicles queuing or turning) exceed either five in any one year, or an average of three per annum over the previous five years (as at the date of assessment). And
- The injury crash rates at the intersection increase from the baseline monitoring by any statistically significant amount.

The crash history given in Section 0 of this report has identified four crashes at the intersection of Te Puna Station Road and SH2, in the last five years, inclusive of both injury and non-injury crashes. Of these, there were a maximum of two in any one year (2019) with an average of one per year.

An assessment of the number of crashes per year over the past 30 years is shown on the following figure

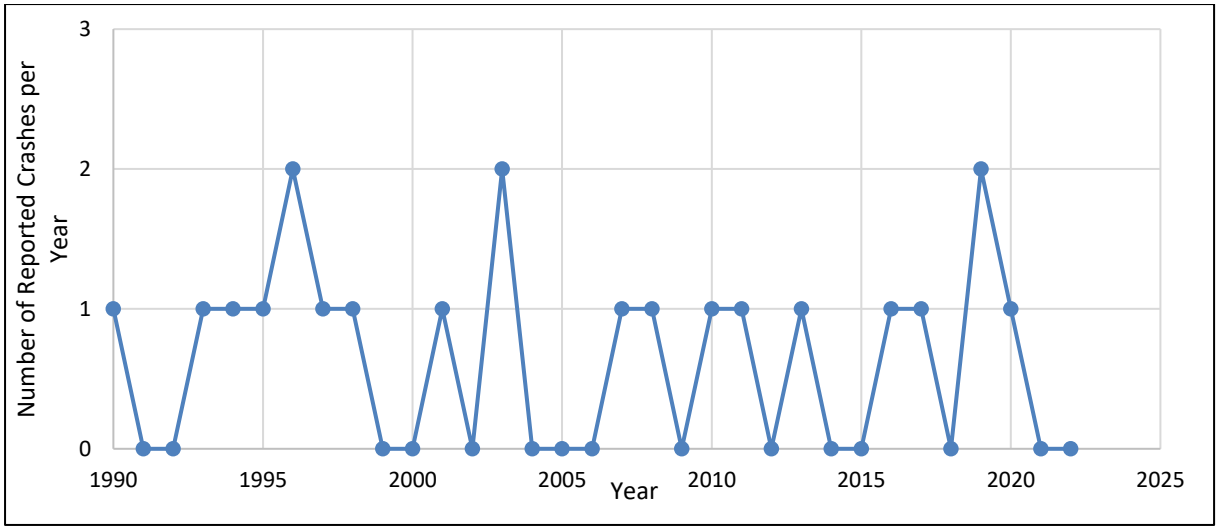

Figure 11: Reported Crashes Per Year

Figure 11 does not show any trend for an increase in the number of crashes at the intersection.

It is therefore assessed that the reported crash history at the intersection does not trigger the requirement for an upgrade of the intersection.

13. Conclusion

Tinex Group Ltd seek consent for the existing yard-based industrial activities at 245 Te Puna Station Road, Te Puna.

A survey of the traffic generation of the existing activities has identified an estimated existing daily traffic generation of 25 veh/day. The survey identified that 90% of vehicles travelled to and from the east, with 10% to and from the west. 40% of vehicles were light vehicles and 60% were heavy vehicles.

Surveys have identified an existing ADT on Te Puna Station Road of 2,865 veh/day, for which the Austroads Guide recommends a seal width of 9.0 m. The existing 7.2 m wide carriageway is narrower than the recommended width. Given that the Te Puna Station Road carriageway is existing, has an 80 km/h speed limit and given the very low traffic generation of the site, it is assessed that the existing traffic can be accommodated with minimal adverse effects.

The intersection of Te Puna Station Road and SH2 presently operates with significant queues during peak periods. The Structure Plan specifies mitigation measures for this intersection however, a survey of the existing intersection performance has identified that the conditions required for the upgrade of this intersection have not yet been triggered. As the industrial activities on the site are existing, there are expected to be no changes to the operational performance of the intersection.

The intersection of Te Puna Station Road and Te Puna Road has been upgraded in accordance with the requirements of the District Plan. On average, less than one vehicle per hour is presently using the intersection of Te Puna Road and Te Puna Station Road. Any effects of this traffic are assessed as negligible.

The existing vehicle entrance is proposed to be retained. The available separation distances between the entrance and the adjacent intersections exceed the required minimum.

Neither left nor right turn lanes are warranted on Te Puna Station Road at the access.

The Structure Plan requires vehicle entrances to be constructed in accordance with the Waka Kotahe PPM Diagram E. It is understood that, when the site is developed, the vehicle entrance will be upgraded in accordance with this standard.

As the existing traffic volumes on Te Puna Station Road are low to moderate and the traffic generation of the existing activities is very low, it is assessed that the use of the Development Code Diagram A is appropriate to accommodate the existing vehicle movements. Given the very low level of traffic generation from the west, it is assessed that the widening on the opposite side of the carriageway, as shown on the diagram, is not required. It is recommended that the entrance be upgraded in accordance with Diagram A, however without the widening on the opposite side of the carriageway.

Diagram A requires the vehicle entrance to be sealed to the boundary. It is recommended that the entrance be sealed in accordance with Diagram A.

The available sight distances at the vehicle entrance exceed the required minimum.

Ample site area is available for on-site parking.

A safety assessment has not identified any trend for an increase in the number of crashes at the SH2 intersection.

In summary, it is recommended that:

- The existing vehicle entrance be upgraded in accordance with Diagram A of the Development Code, however without the widening on the opposite side of the carriageway.
- The vehicle entrance be sealed in accordance with Diagram A.

It is concluded that, with the above recommendations, the existing industrial activities can continue to be accommodated within the local transportation environment.

Report Prepared by:

Bruce Harrison
Harrison Transportation
28 November 2022

Reference: 548 TA v1

No.	Date	By	Issue/Revision
C	-	-	-
B	-	-	-
A	23.11.22	MJH	DRAFT

NOTES/KEY:

DRAWN:	MJH
CHECKED:	-
DESIGNED:	-
SURVEYED:	-
OFFICE:	TE PUKE
CONTACT:	07 573 7717

Tinex Group Ltd
245 Te Puna Station Road
Te Puna

Existing Site Plan
Lot 2 DP 22158

ORIGINAL DWG. SIZE A1

SCALE: **1:1000**

DRAWING No.
423022-T-P-D001

SHEET No. **01** ISSUE **A**

Stratum CONSULTANTS
Planners I Engineers I Surveyors

Appendix D

Waka Kotahi NZTA Written Approval

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www.nzta.govt.nz

Waka Kotahi NZ Transport Agency Reference: 2021-0995

14 September 2022

Shae Crossan
Rydal House
29 Grey Street
PO Box 13651
Tauranga 3141

Via email: shae.crossan@stratum.nz

Dear Shae,

WAKA KOTAHI AFFECTED PARTY APROVAL – INDUSTRIAL DEVELOPMENT AT 245 TE PUNA STATION ROAD

Thank you for your request for written approval from Waka Kotahi New Zealand Transport Agency (Waka Kotahi) under section 95E of the Resource Management Act 1991.

Proposal

The applicant proposes to develop the subject site for industrial purposes as described in the submitted Transport Assessment prepared by Harrison Transportation Ltd, dated July 2022, ref: 497 TA v1.

Background and Assessment

On balance, Waka Kotahi is satisfied that the proposed development will not unduly compromise the safety or efficiency of the state highway network.

Rule 12.4.16.2 (Road Upgrading) of the District Plan specifies that the "Te Puna Road/State Highway 2 intersection must be upgraded to a roundabout" prior to commencement of any industrial or business activity on the Te Puna Business Park land. This intersection has been upgraded to a roundabout, which has adequate capacity to safely and efficiently accommodate industrial traffic associated with the Te Puna Business Park. Vehicles travelling to the Business Park from the north, as well as vehicles travelling south to the Business Park will primarily utilise this route. The submitted Traffic Impact Assessment recommends that a Travel Management Plan (STMP) be prepared for the subject site, requiring that all heavy vehicles utilise this route instead of travelling via Te Puna Station Road. While enforceability may be challenging, Waka Kotahi supports this as a mitigating measure that should be required as a condition on consent.

Rule 12.4.16.2 (Road Upgrading) of the District Plan specifies that "Te Puna Station Road/State Highway 2 intersection must be upgraded by widening for left turn traffic movements onto the State Highway (or similar traffic management alternatives)" prior to commencement of any industrial or business activity on the Te Puna Business Park land. Waka Kotahi is satisfied that the fact that this upgrade has not been undertaken will not unduly compromise road network safety or efficiency. Left-turn movements from Te Puna Station Road do not pose a safety risk, or unduly compromise state highway efficiency.

Ques on SH2 at evening peak times for vehicles turning right onto Te Puna Station Road are acceptable. However, delays on Te Puna Station Road for vehicles turning onto SH2 are excessive. It is important to note that completion of the Takitimu North Link Stage 1 (previously referred to as the Tauranga Northern Arterial) is anticipated to by 2027, which will

significantly reduce que lengths and delay times at this intersection. A mitigating factor is the alternative access to the subject site via Wairoa River Road route beneath the Wairoa River bridge. Use of this alternative route is a recommended requirement of the Site Travel Management Plan, which is supported by Waka Kotahi.

Waka Kotahi notes that the monitoring of SH2 / Te Puna Station Road intersection is required by the District Plan. However, this monitoring has not been undertaken. This monitoring is required to inform the following matters set out in the District Plan:

- Traffic generation from Te Puna Business Park shall not exceed 2,600 vehicles per day until such time as the proposed Northern Arterial (bypass) route is constructed and operational.
- The capacity of the intersection of the State Highway 2 and Te Puna Station Road remains adequate, particularly in so far as the performance of the right turn bay into Te Puna Station Road and the left hand turn from Te Puna Station Road are concerned.
- Crash rates.

Determination

On the basis of the above assessment, Waka Kotahi provides written approval under section 95E of the Resource Management Act 1991.

Expiry of this approval

Unless resource consent has been obtained, this approval will expire two years from the date of this approval letter. This approval will lapse at that date unless prior agreement has been obtained from Waka Kotahi.

If you have any queries regarding the above or wish to discuss matters further, please feel free to contact me via email at rodney.albertyn@nzta.govt.nz or you can contact the environmental planning team at environmentalplanning@nzta.govt.nz.

Yours sincerely

Rodney Albertyn
Senior Planner
Poutiaki Taiao / Environmental Planning, System Design, on behalf of Waka Kotahi NZ Transport Agency.

Appendix E
WBOPDC Memorandum of Agreement

Western Bay of Plenty
District Council

MEMORANDUM OF AGREEMENT

Te Puna Station Road Industrial Development

DATED this 21st day of July 2020

BETWEEN:

1. **WESTERN BAY OF PLENTY DISTRICT COUNCIL** (the "Council")

AND

2. **LACCOCA HOLDINGS LIMITED** ("Landowner 1")

AND

3. **Grant Andrew OVERTON and PINGAO TRUSTEE 305 LIMITED** ("Landowner 2")

AND

4. **Barry Care DANIEL, Beth Mary DANIEL and GI FINLAY TRUSTEES LIMITED** ("Landowner 3") together (the "Owners")

BACKGROUND

A. The Te Puna Industrial Zone (the "Industrial Area") became operative on 29 August 2005 through a private plan change initiated by the owners.

B. The District Plan (the "Plan") requires that certain roading Works are undertaken prior to the Industrial Area being able to proceed.

C. Landowner 1 is the registered owner of that parcel of land located at 297 Te Puna Station Road, Te Puna containing 12.1606 hectares more or less being Part Lot 3 DP 22158, Section 2-3 SO 61751 and being all the land in Record of Title 33275.

A. Landowner 2 is the registered owner of that parcel of land located at 250-264 Te Puna Station Road, Te Puna containing 7.2270 hectares more or less being Lot 2 DP 317426 and being all the land in Record of Title 68336.

B. Landowner 3 is the registered owner of that parcel of land located at 245 Te Puna Station Road, Te Puna containing 12.2043 hectares more or less being Lot 2 DP 22158 and being all the land in Record of Title SA22C/188.

THE WESTERN BAY OF PLENTY DISTRICT COUNCIL The Common Seal of

C. Council has undertaken the traffic assessment of Te Puna Station Road/SH2 intersection. The current performance of the intersection meets the requirements of the District Plan clause 12.4.16.2(f)(ii)(b) as described in Attachment 1.

D. The Te Puna roundabout meets the requirements for that intersection upgrade. Accordingly District Plan clause 12.4.16.2(a) is satisfied.

E. The Te Puna Road/Te Puna Station Road intersection has been upgraded by Council which satisfies the requirements of District Plan clause 12.4.16.2(b).

F. The roading improvements remaining that are required to enable the Industrial Area to develop is the traffic calming on Clarke Rd.

G. The intention of this agreement is to address the Clarke Road traffic calming requirements. The Owners are still required to meet all other District Plan requirements, notably landscaping, and entranceways to Te Puna Station Road, before any development is allowed to commence.

H. There will be individual agreements with each of the Owners.

I. The owners have voluntarily entered this legally binding agreement.

1.0 AGREEMENT/JOINTLY

1.1 The Parties acknowledge that they require certainty on timing and cost to fulfil the Clarke Road traffic calming requirements.

1.2 The Parties agree that the District Plan requires at 12.4.16.2(c) that specific traffic calming is required on Clarke Road prior to the development of the Industrial Area ("the Works").

1.3 The Owners agree that they will pay the full costs for the specific work referred to in 1.2 above, subject to the conditions below, however the Works shall continue to be owned by Council.

1.4 Council is undertaking the Clarke Road traffic calming on behalf of the Owners.

1.5 Should any of the Owners sell or dispose of their property they will remain liable for the costs under this agreement.

Conditions

1.6 The proposed Works to meet 12.4.16.2(c) are shown in Attachment 2.

1.7 The estimated cost required to fulfil the Plan conditions of 1.2 above includes traffic calming design, consultation, construction, supervision and consenting if any, council legal costs, and direct council costs as described in Attachment 3 ("the Estimated Project Costs").

1.8 The Estimated Project Costs is $280,450.00 is divided between the landowners pro rata based on the net industrial land yield as set out in Attachment 3.

1.9 The final cost to each land owner will be based on the final actual cost of the project.

1.10 The payment terms are as follows:

a) 50% of the total Estimated Project Costs on signing of this agreement by all parties is paid to Council.
b) Remaining 50% to be deposited into Council's solicitor trust account upon a fixed price contract from Councils contractor being received by Council and notified to the Owners.
c) Payment to be released to Council upon the Works being completed and complying with 2.1 below.
d) Should the Works be completed under the Estimated Project Costs then any surplus funds shall be returned to the Owners on a pro rata basis

1.11 This Agreement is conditional on:

a) This agreement being signed by all parties
b) Payments under 1.10 a) and b) above being received by Council.

1.12 Should this agreement fail to become unconditional then Council shall have the right to terminate this agreement in full. If the agreement is terminated by Council, any payments made pursuant to 1.10 above shall be refunded less the costs incurred by Council.

1.13 Nothing in this agreement shall affect or prejudice Council's regulatory capacity under the Resource Management Act 1991.

2.0 THE COUNCIL

2.1 Shall confirm in writing to the Owners when the agreement becomes unconditional.

2.2 Will ensure that the Works will meet District Plan Rule 12.4.16.2(c) once completed.

2.3 Will arrange for all necessary consultants and contractors to undertake the agreed Works.

3.0 THE OWNERS

3.1 Shall pay the Council in accordance with this agreement.

3.2 Shall be responsible for their own legal costs, unless the owners breach this agreement, in which case the breaching owner(s) will be liable for Council's legal costs for dealing with the breach.

3.3 Acknowledge the monitoring requirements of the Plan clause 12.4.16.2(f)(v).

4.0 DISPUTE RESOLUTION

4.1 Any dispute amongst the Owners shall be resolved by the Owners independently of Council.

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(d) a facsimile copy,

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7.0 TRUSTEE LIABILITY

7.1 The liability of the Trustees is limited to the amount recoverable from the net capital assets of the trust fund of the Trust existing at the date formal written demand is served on the Trustees in relation to any obligation imposed on the Trustees under the terms of this document. Where there is more than one trustee of the Trust at the relevant time their liability shall be joint

DATED this 21st day of July 2020

THE COMMON SEAL of)
WESTERN BAY OF PLENTY)
DISTRICT COUNCIL)
in the presence of :-)

Authorised Officer

EXECUTED by)
IACCOCA HOLDINGS LIMITED)
in the presence of)

Director Signature

Ben Bax
Director Name

Director Signature

Denise Bax
Director Name

SIGNED by)
Grant Andrew OVERTON)
in the presence of)

Witness Signature

Witness Name

Witness Occupation

Witness Address

EXECUTED by)
PINGAO TRUSTEE 305 LIMITED)
in the presence of)

Director Signature

Director Name

Director Signature

Director Name

SIGNED by)
Barry Care DANIEL)
in the presence of)

Witness Signature

Witness Name

Witness Occupation

Witness Address

SIGNED by)
Beth Mary DANIEL)
in the presence of)

Witness Signature

Witness Name

Witness Occupation

Witness Address

EXECUTED by)
GI FINLAY TRUSTEES LIMITED)
in the presence of)

Director Signature	Director Name
Director Signature	Director Name

ATTACHMENT 1
Traffic Assessment of District Plan Criteria

Email from A Fosberry dated 26 October 2018

In the DP excerpt below I have briefly outlined the results to provide a "heads up". If my interpretation of the DP is correct, then it seems there is nothing stopping development of the business estate.

12.4.16.2 - Road Upgrading

(f) To control the impact of the traffic generated by the development on the roading network

(ii) (b) That the capacity of the intersection of the State Highway 2 and Te Puna Station Road remains adequate, particularly in so far as the performance of the right turn bay into Te Puna Station Road and the left hand turn from Te Puna Station Road are concerned.

(iii) For the purpose of clause (f)(ii)(b), the adequacy of the intersection performance shall be assessed by reference to the outcome of monitoring in respect of the following matters (at a minimum):

(a) The duration of delays for all traffic movements at the intersection which shall be determined having regard to whether:

- The 95th percentile of the measured queue lengths as a result of right turns from State Highway 2 impedes the flow of through traffic on the State Highway i.e. the 95th percentile queue length must not exceed the storage length of the existing right turn bay;

Maximum number of vehicles queued in the RT bay did not exceed 5. 5 queued occurred ***once*** *in the evening peak. The length of the queue extended to the diagonal hatching but did not extend further back nor did it impede SH 2 flow. More vehicles could have been waiting and everything still OK. So no problem here.*

And

- Side road time delays for traffic in Te Puna Station Road during peak periods exceed an average of 50 seconds when measured over a maximum one hour period or increase by more than 50% from the baseline monitoring (whichever is the greater).

Maximum queue length during the morning peak was approximately 600m at 8:14am . At this time vehicles in the queue past Waipuna Hospice were traveling at approximately 5km/hr. Taking a snap shot every 5 minutes from 7.30am to 8.30am (the time frame in which queuing on TPS Road is worst), the overall average delay/vehicle is over 2.5 minutes (210 seconds). The longest delay was over 4 minutes. The 50 second requirement is exceeded.

My interpretation is that both of these need to fail as the wording says "AND" not or. Is that correct? If it is correct then it doesn't matter how long the delay on TPS Road as long as the right turn bay doesn't queue back and affect SH 2.

(b) Crash rates, which shall be determined having regard to whether:

- The crash rates at the intersection (including vehicles queuing or turning) exceed either five in any one year, or an average of three per annum over the previous five years (as at the date of assessment);

Not exceeded

And

- The injury crash rates at the intersection increase from the baseline monitoring by any statistically significant amount.

Injury crash rate has reduced.

Ann Fosberry
Technical Director, Infrastructure, Aurecon
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PO Box 2292, Tauranga 3140
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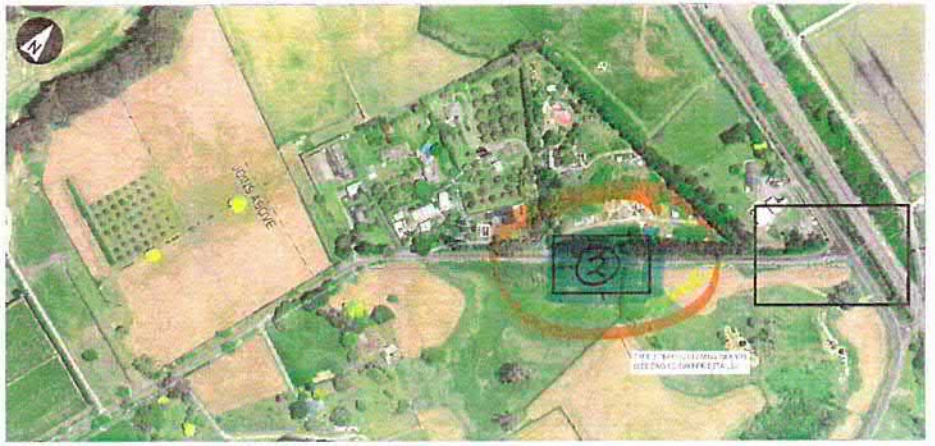
ATTACHMENT 2
Proposed Traffic Calming locations and Devices

PLAN



PLAN

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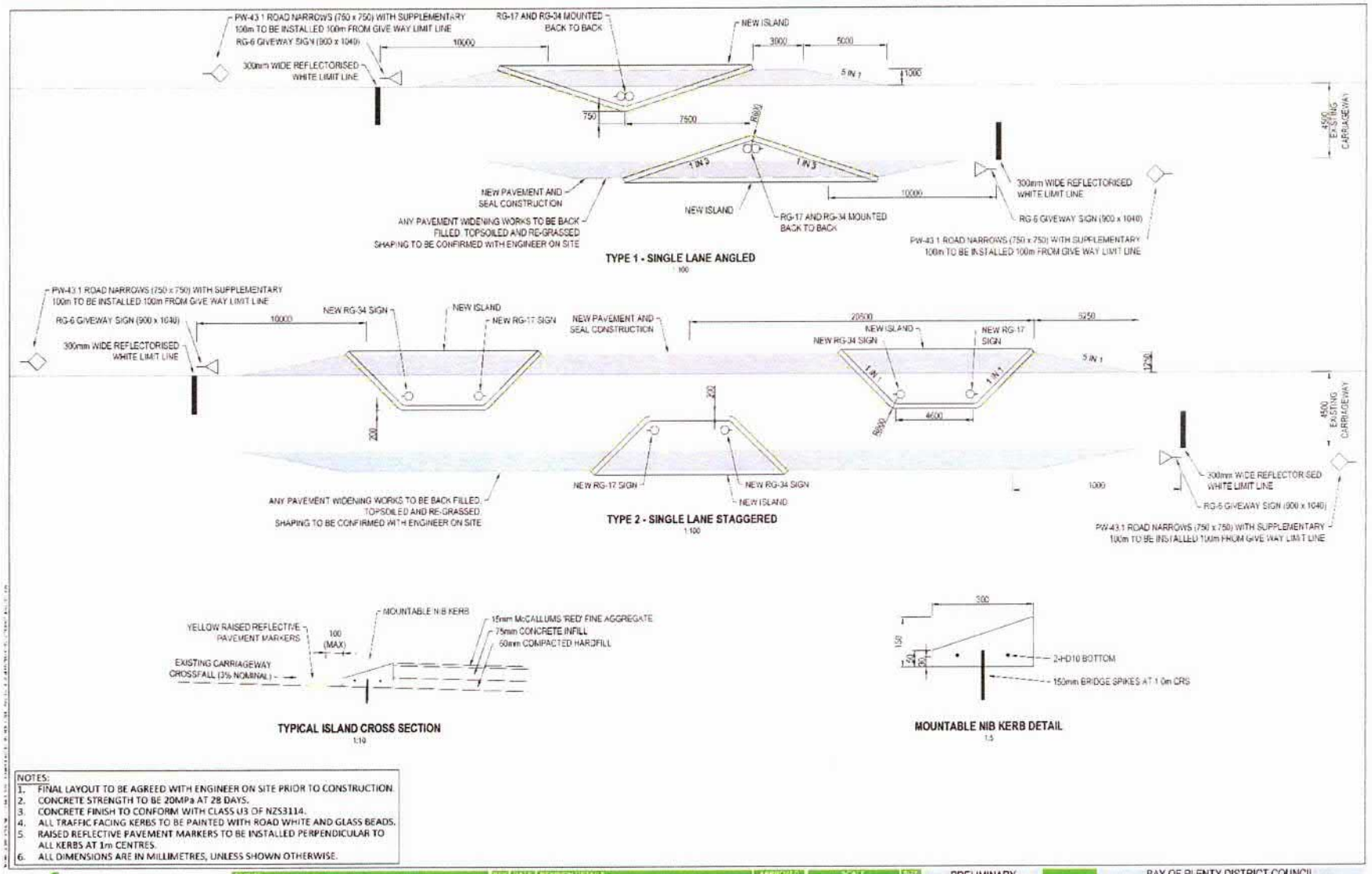
Western Bay of Plenty District Council

PRELIMINARY

BAY OF PLENTY DISTRICT COUNCIL
CLARKE ROAD TRAFFIC CALMING
GENERAL ARRANGEMENT
EXISTING



NOTES:
1. FINAL LAYOUT TO BE AGREED WITH ENGINEER ON SITE PRIOR TO CONSTRUCTION.
2. CONCRETE STRENGTH TO BE 20MPa AT 28 DAYS.
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6. ALL DIMENSIONS ARE IN MILLIMETRES, UNLESS SHOWN OTHERWISE.

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www.aurecongroup.com

CLIENT: Western Bay of Plenty District Council

REV	DATE	REVISION DETAILS	APPROVED
A			

SCALE	AS SHOWN
SIZE	A1
DRAWN	K.COSTER
DESIGNED	K.COSTER
CHECKED	A.FOSBERRY

PRELIMINARY
NOT FOR CONSTRUCTION
APPROVED
DATE

PROJECT: BAY OF PLENTY DISTRICT COUNCIL
CLARKE ROAD TRAFFIC CALMING

TITLE: TYPICAL CALMING ISLANDS DETAILS

DRAWING No.: 503929 - 0000 - SK - CC - 004 - A

A3652162

ATTACHMENT 3

Estimated Project Costs

Item	Estimate excl GST	Comments
Contracted investigation and design	$16,450.00	Draft design
Construction cost estimate incl contingency	$227,000 (rounded up)	
Tender documents	$6,500	Using WBOPDC standard front end, includes review with Council
Establish contract	$4,500	Execution of contract docs, review SMP, TMP, start-up meeting
Contract observations	$16,000	Assumes 4 week contract, 3 visits per week as it will be quite publicly visible to residents, 2 claims plus final defects liability. Defects liability inspections.
Legal costs and direct Council costs	$10,000	Drafting/reviewing of the agreement and legal advice.
Total estimate	**$280,450**	

Project Cost Apportionment excluding GST

Landowner	Gross Area Ha	Net Area Ha	Net Area % of total	$ per total Net Area
Landowner 1	12.1606	8.3465	37	$103,766.50
Landowner 2	7.2270	5.5488	24	$67,308.00
Landowner 3	12.2043	8.9364	39	$109,375.50
Total	**31.5919**	**22.8317**	**100**	**$280,450**

Western Bay of Plenty
District Council

MEMORANDUM OF AGREEMENT

Te Puna Station Road Industrial Development

DATED this 21st day of July 2020

BETWEEN:

1. **WESTERN BAY OF PLENTY DISTRICT COUNCIL** (the "Council")

AND

2. **LACCOCA HOLDINGS LIMITED** ("Landowner 1")

AND

3. **Grant Andrew OVERTON and PINGAO TRUSTEE 305 LIMITED** ("Landowner 2")

AND

4. **Barry Care DANIEL, Beth Mary DANIEL and GI FINLAY TRUSTEES LIMITED** ("Landowner 3") together (the "Owners")

BACKGROUND

A. The Te Puna Industrial Zone (the "Industrial Area") became operative on 29 August 2005 through a private plan change initiated by the owners.

B. The District Plan (the "Plan") requires that certain roading Works are undertaken prior to the Industrial Area being able to proceed.

C. Landowner 1 is the registered owner of that parcel of land located at 297 Te Puna Station Road, Te Puna containing 12.1606 hectares more or less being Part Lot 3 DP 22158, Section 2-3 SO 61751 and being all the land in Record of Title 33275.

A. Landowner 2 is the registered owner of that parcel of land located at 250-264 Te Puna Station Road, Te Puna containing 7.2270 hectares more or less being Lot 2 DP 317426 and being all the land in Record of Title 68336.

B. Landowner 3 is the registered owner of that parcel of land located at 245 Te Puna Station Road, Te Puna containing 12.2043 hectares more or less being Lot 2 DP 22158 and being all the land in Record of Title SA22C/188.

C. Council has undertaken the traffic assessment of Te Puna Station Road/SH2 intersection. The current performance of the intersection meets the requirements of the District Plan clause 12.4.16.2(f)(ii)(b) as described in Attachment 1.

D. The Te Puna roundabout meets the requirements for that intersection upgrade. Accordingly District Plan clause 12.4.16.2(a) is satisfied.

E. The Te Puna Road/Te Puna Station Road intersection has been upgraded by Council which satisfies the requirements of District Plan clause 12.4.16.2(b).

F. The roading improvements remaining that are required to enable the Industrial Area to develop is the traffic calming on Clarke Rd.

G. The intention of this agreement is to address the Clarke Road traffic calming requirements. The Owners are still required to meet all other District Plan requirements, notably landscaping, and entranceways to Te Puna Station Road, before any development is allowed to commence.

H. There will be individual agreements with each of the Owners.

I. The owners have voluntarily entered this legally binding agreement.

1.0 AGREEMENT/JOINTLY

1.1 The Parties acknowledge that they require certainty on timing and cost to fulfil the Clarke Road traffic calming requirements.

1.2 The Parties agree that the District Plan requires at 12.4.16.2(c) that specific traffic calming is required on Clarke Road prior to the development of the Industrial Area ("the Works").

1.3 The Owners agree that they will pay the full costs for the specific work referred to in 1.2 above, subject to the conditions below, however the Works shall continue to be owned by Council.

1.4 Council is undertaking the Clarke Road traffic calming on behalf of the Owners.

1.5 Should any of the Owners sell or dispose of their property they will remain liable for the costs under this agreement.

Conditions

1.6 The proposed Works to meet 12.4.16.2(c) are shown in Attachment 2.

1.7 The estimated cost required to fulfil the Plan conditions of 1.2 above includes traffic calming design, consultation, construction, supervision and consenting if any, council legal costs, and direct council costs as described in Attachment 3 ("the Estimated Project Costs").

1.8 The Estimated Project Costs is $280,450.00 is divided between the landowners pro rata based on the net industrial land yield as set out in Attachment 3.

1.9 The final cost to each land owner will be based on the final actual cost of the project.

1.10 The payment terms are as follows:

a) 50% of the total Estimated Project Costs on signing of this agreement by all parties is paid to Council.
b) Remaining 50% to be deposited into Council's solicitor trust account upon a fixed price contract from Councils contractor being received by Council and notified to the Owners.
c) Payment to be released to Council upon the Works being completed and complying with 2.1 below.
d) Should the Works be completed under the Estimated Project Costs then any surplus funds shall be returned to the Owners on a pro rata basis

1.11 This Agreement is conditional on:

a) This agreement being signed by all parties
b) Payments under 1.10 a) and b) above being received by Council.

1.12 Should this agreement fail to become unconditional then Council shall have the right to terminate this agreement in full. If the agreement is terminated by Council, any payments made pursuant to 1.10 above shall be refunded less the costs incurred by Council.

1.13 Nothing in this agreement shall affect or prejudice Council's regulatory capacity under the Resource Management Act 1991.

2.0 THE COUNCIL

2.1 Shall confirm in writing to the Owners when the agreement becomes unconditional.

2.2 Will ensure that the Works will meet District Plan Rule 12.4.16.2(c) once completed.

2.3 Will arrange for all necessary consultants and contractors to undertake the agreed Works.

3.0 THE OWNERS

3.1 Shall pay the Council in accordance with this agreement.

3.2 Shall be responsible for their own legal costs, unless the owners breach this agreement, in which case the breaching owner(s) will be liable for Council's legal costs for dealing with the breach.

3.3 Acknowledge the monitoring requirements of the Plan clause 12.4.16.2(f)(v).

4.0 DISPUTE RESOLUTION

4.1 Any dispute amongst the Owners shall be resolved by the Owners independently of Council.

4.2 Any dispute arising out of or relating to this contract may be referred to mediation, a non-binding dispute resolution process in which an independent mediator facilitates negotiation between the parties. Mediation may be initiated by either party writing to the other party and identifying the dispute which is being suggested for mediation. The other party will either agree to proceed with mediation or agree to attend a preliminary meeting with the mediator to discuss whether mediation would be helpful in the circumstances. The parties will agree on a suitable person to act as mediator or will ask the Arbitrators' and Mediators' Institute of New Zealand Inc. to appoint a mediator. The mediation will be in accordance with the "Mediation Protocol of the Arbitrators' and Mediators' Institute of New Zealand Inc." The mediation shall be terminated by –

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DATED this 21st day of July 2020

THE COMMON SEAL of)
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DISTRICT COUNCIL)
in the presence of :-)

Authorised Officer

EXECUTED by)
LACCOCA HOLDINGS LIMITED)
in the presence of)

Director Signature

Director Name

Director Signature

Director Name

SIGNED by)
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in the presence of)

Witness Signature

Witness Name

Witness Occupation

Witness Address

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in the presence of)

Director Signature

Director Name

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Director Name

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Barry Care DANIEL)
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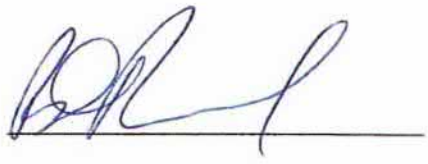


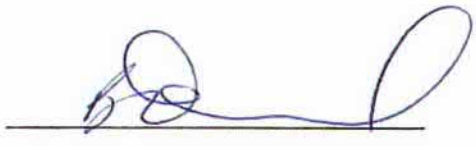
Witness Signature

Witness Name GRAEME WILLIAM ELVIN

Witness Occupation SOLICITOR
TAURANGA

Witness Address

SIGNED by)
Beth Mary DANIEL)
in the presence of)



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TAURANGA

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GI FINLAY TRUSTEES LIMITED)
in the presence of)

Director Signature

Nicholas John Ogilvie
Director Name

Director Signature

Director Name

A3652162

ATTACHMENT 1
Traffic Assessment of District Plan Criteria

Email from A Fosberry dated 26 October 2018

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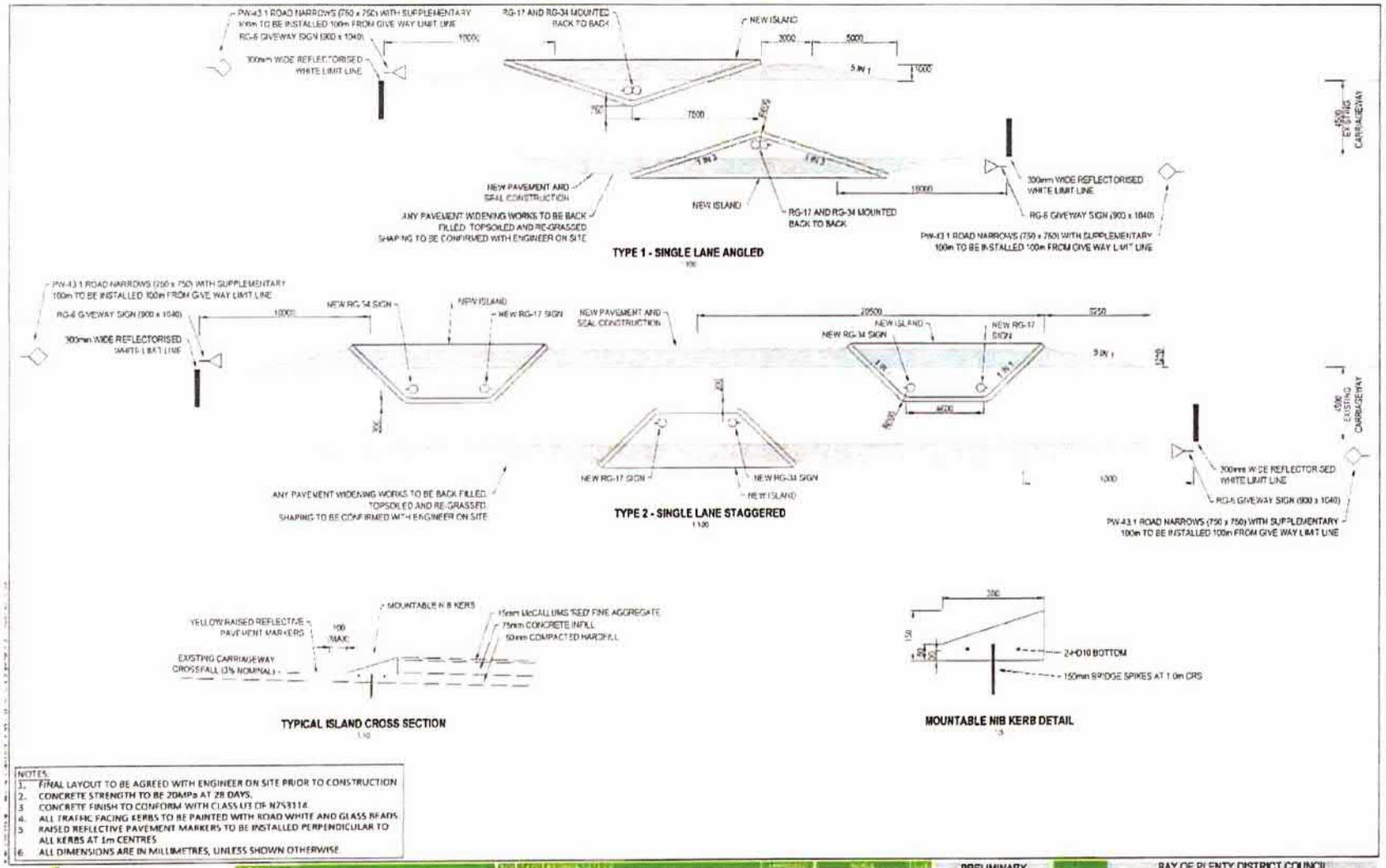
Injury crash rate has reduced.

Ann Fosberry
Technical Director, Infrastructure, Aurecon
T +64 7 5775125 **M** +64 2 74988518
Ann.Fosberry@aurecongroup.com
Ground Level, 247 Cameron Rd, Tauranga New Zealand 3110
PO Box 2292, Tauranga 3140
aurecongroup.com

ATTACHMENT 2
Proposed Traffic Calming locations and Devices

A3652162



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aurecon
www.aurecongroup.com

Western Bay of Plenty District Council

SCALE	AS SHOWN A1
DESIGNED	K.COSTER
DRAWN	K.COSTER
CHECKED	A.FOSBERRY

PRELIMINARY
NOT FOR CONSTRUCTION

PROJECT: BAY OF PLENTY DISTRICT COUNCIL
CLARKE ROAD TRAFFIC CALMING

TITLE: TYPICAL CALMING ISLANDS DETAILS

DRAWING NO: 503929 - 0000 - SK - CC - 004 - A

A3652162

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Western Bay of Plenty
District Council

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2.0 THE COUNCIL

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2.3 Will arrange for all necessary consultants and contractors to undertake the agreed Works.

3.0 THE OWNERS

3.1 Shall pay the Council in accordance with this agreement.

3.2 Shall be responsible for their own legal costs, unless the owners breach this agreement, in which case the breaching owner(s) will be liable for Council's legal costs for dealing with the breach.

3.3 Acknowledge the monitoring requirements of the Plan clause 12.4.16.2(f)(v).

4.0 DISPUTE RESOLUTION

4.1 Any dispute amongst the Owners shall be resolved by the Owners independently of Council.

4.2 Any dispute arising out of or relating to this contract may be referred to mediation, a non-binding dispute resolution process in which an independent mediator facilitates negotiation between the parties. Mediation may be initiated by either party writing to the other party and identifying the dispute which is being suggested for mediation. The other party will either agree to proceed with mediation or agree to attend a preliminary meeting with the mediator to discuss whether mediation would be helpful in the circumstances. The parties will agree on a suitable person to act as mediator or will ask the Arbitrators' and Mediators' Institute of New Zealand Inc. to appoint a mediator. The mediation will be in accordance with the "Mediation Protocol of the Arbitrators' and Mediators' Institute of New Zealand Inc." The mediation shall be terminated by –

(a) The signing of a settlement agreement by the parties; or

(b) Notice to the parties by the mediator, after consultation with the parties, to the effect that further efforts at mediation are no longer justified; or

(c) Notice by one or more of the parties to the mediator to the effect that further efforts at mediation are no longer justified; or

(d) The expiry of sixty (60) working days from the mediator's appointment, unless the parties expressly consent to an extension of this period.

5.0 SUCCESSORS AND ASSIGNS

5.1 The "Council" and the "Owners" shall include their executors, administrators, successors or permitted assigns.

6.0 PDF, TIFF OR FAX EXECUTION

6.1 This Agreement shall be deemed to be signed by a Party if that Party has executed and delivered to the other party any of the following formats of this Agreement:

(a) an original; or

(b) a copy in Portable Document Format (PDF) transmitted by email; or

(c) a copy in Tagged Image File Format (TIFF) transmitted by email; or

(d) a facsimile copy,

and the delivery by any party to the other of a PDF, TIFF or facsimile copy of this Agreement duly executed shall be deemed delivery of the original Agreement.

7.0 TRUSTEE LIABILITY

7.1 The liability of the Trustees is limited to the amount recoverable from the net capital assets of the trust fund of the Trust existing at the date formal written demand is served on the Trustees in relation to any obligation imposed on the Trustees under the terms of this document. Where there is more than one trustee of the Trust at the relevant time their liability shall be joint

DATED this 21st day of July 2020

THE COMMON SEAL of)
WESTERN BAY OF PLENTY)
DISTRICT COUNCIL)
in the presence of :-)

Authorised Officer

EXECUTED by)
LACCOCA HOLDINGS LIMITED)
in the presence of)

Director Signature

Director Name

Director Signature

Director Name

SIGNED by)
Grant Andrew OVERTON)
in the presence of)

Witness Signature

Witness Name

Dean Andrew Thompson
Solicitor
Tauranga

Witness Occupation

Witness Address

EXECUTED by)
PINGAO TRUSTEE 305 LIMITED)
in the presence of)

Director Signature

Simon Paul Collett
(Director)
Director Name

Director Signature

John David Mackay
(Director/Authorised Signatory)
Director Name

SIGNED by)
Barry Care DANIEL)
in the presence of)

Witness Signature

Witness Name

Witness Occupation

Witness Address

SIGNED by)
Beth Mary DANIEL)
in the presence of)

Witness Signature

Witness Name

Witness Occupation

Witness Address

EXECUTED by)
GI FINLAY TRUSTEES LIMITED)
in the presence of)

Director Signature	Director Name
Director Signature	Director Name

ATTACHMENT 1
Traffic Assessment of District Plan Criteria

Email from A Fosberry dated 26 October 2018

In the DP excerpt below I have briefly outlined the results to provide a "heads up". If my interpretation of the DP is correct, then it seems there is nothing stopping development of the business estate.

12.4.16.2 - Road Upgrading

(f) To control the impact of the traffic generated by the development on the roading network

(ii) (b) That the capacity of the intersection of the State Highway 2 and Te Puna Station Road remains adequate, particularly in so far as the performance of the right turn bay into Te Puna Station Road and the left hand turn from Te Puna Station Road are concerned.

(iii) For the purpose of clause (f)(ii)(b), the adequacy of the intersection performance shall be assessed by reference to the outcome of monitoring in respect of the following matters (at a minimum):

(a) The duration of delays for all traffic movements at the intersection which shall be determined having regard to whether:

- The 95th percentile of the measured queue lengths as a result of right turns from State Highway 2 impedes the flow of through traffic on the State Highway i.e. the 95th percentile queue length must not exceed the storage length of the existing right turn bay;

Maximum number of vehicles queued in the RT bay did not exceed 5. 5 queued occurred ***once*** *in the evening peak. The length of the queue extended to the diagonal hatching but did not extend further back nor did it impede SH 2 flow. More vehicles could have been waiting and everything still OK. So no problem here.*

And

- Side road time delays for traffic in Te Puna Station Road during peak periods exceed an average of 50 seconds when measured over a maximum one hour period or increase by more than 50% from the baseline monitoring (whichever is the greater).

Maximum queue length during the morning peak was approximately 600m at 8:14am . At this time vehicles in the queue past Waipuna Hospice were traveling at approximately 5km/hr. Taking a snap shot every 5 minutes from 7.30am to 8.30am (the time frame in which queuing on TPS Road is worst), the overall average delay/vehicle is over 2.5 minutes (210 seconds). The longest delay was over 4 minutes. The 50 second requirement is exceeded.

My interpretation is that both of these need to fail as the wording says "AND" not or. Is that correct? If it is correct then it doesn't matter how long the delay on TPS Road as long as the right turn bay doesn't queue back and affect SH 2.

(b) Crash rates, which shall be determined having regard to whether:

- The crash rates at the intersection (including vehicles queuing or turning) exceed either five in any one year, or an average of three per annum over the previous five years (as at the date of assessment);

Not exceeded

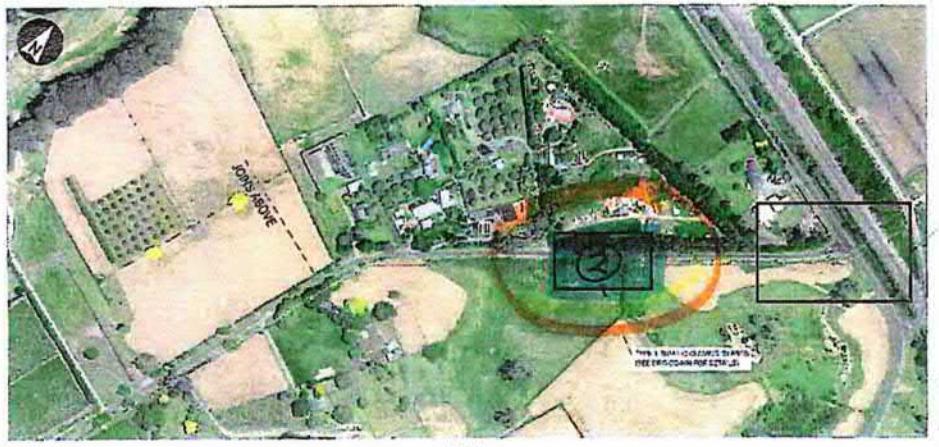
And

- The injury crash rates at the intersection increase from the baseline monitoring by any statistically significant amount.

Injury crash rate has reduced.

Ann Fosberry
Technical Director, Infrastructure, Aurecon
T +64 7 5775125 **M** +64 2 74988518
Ann.Fosberry@aurecongroup.com
Ground Level, 247 Cameron Rd, Tauranga New Zealand 3110
PO Box 2292, Tauranga 3140
aurecongroup.com

ATTACHMENT 2
Proposed Traffic Calming locations and Devices



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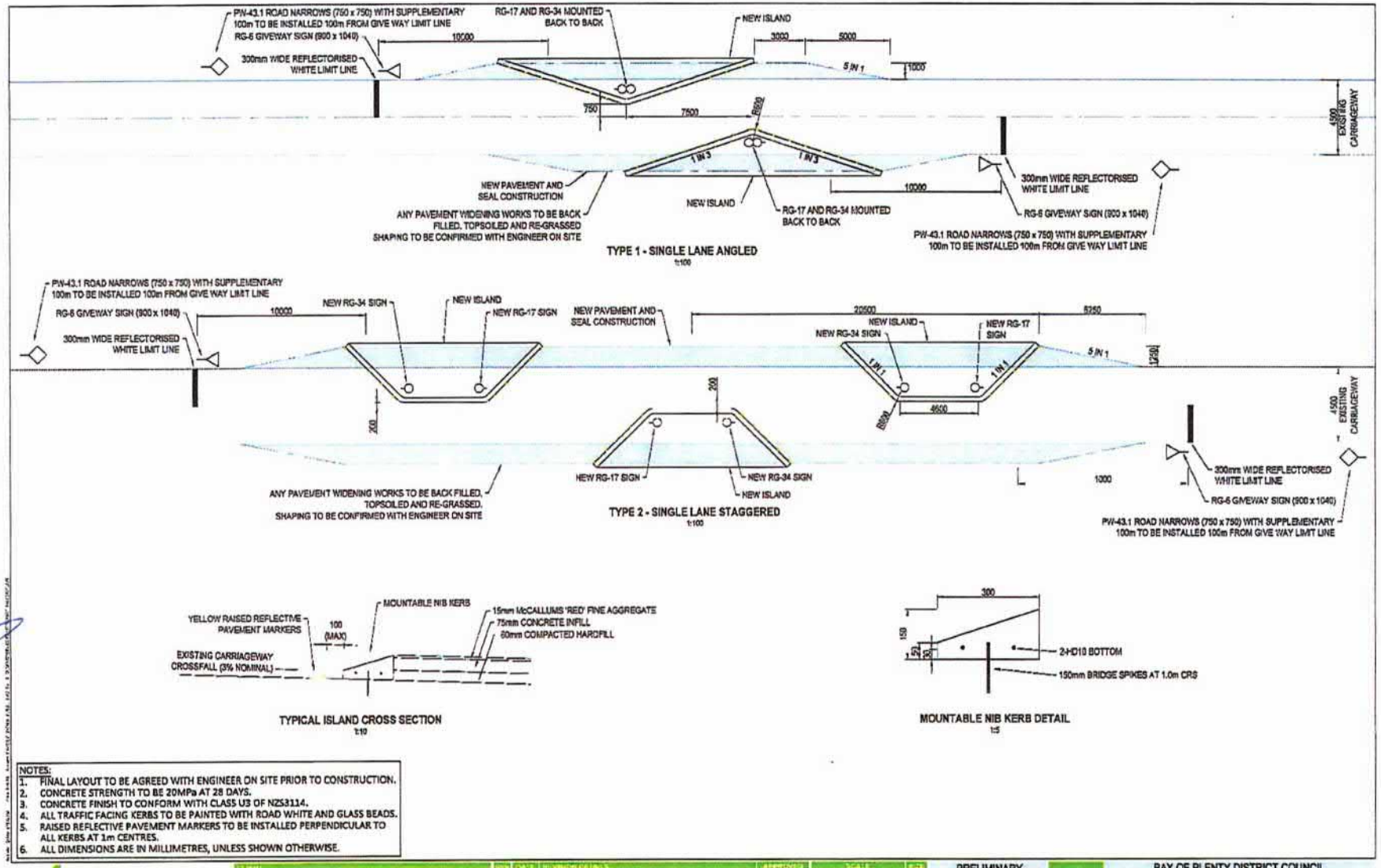
Western Bay of Plenty

PRELIMINARY

BAY OF PLENTY DISTRICT COUNCIL
CLARKE ROAD TRAFFIC CALMING
GENERAL ARRANGEMENT
EXISTING

SC3929 - 0000 - DRG - CC - 002 - A

A3652162



NOTES:
1. FINAL LAYOUT TO BE AGREED WITH ENGINEER ON SITE PRIOR TO CONSTRUCTION.
2. CONCRETE STRENGTH TO BE 20MPa AT 28 DAYS.
3. CONCRETE FINISH TO CONFORM WITH CLASS U3 OF NZS3114.
4. ALL TRAFFIC FACING KERBS TO BE PAINTED WITH ROAD WHITE AND GLASS BEADS.
5. RAISED REFLECTIVE PAVEMENT MARKERS TO BE INSTALLED PERPENDICULAR TO ALL KERBS AT 1m CENTRES.
6. ALL DIMENSIONS ARE IN MILLIMETRES, UNLESS SHOWN OTHERWISE.

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Western Bay of Plenty District Council

SCALE	AS SHOWN
SIZE	A1
DRAWN	K.COSTER
DESIGNED	K.COSTER
ENGINEER	A.FOSBERRY

PRELIMINARY
NOT FOR CONSTRUCTION

PROJECT: BAY OF PLENTY DISTRICT COUNCIL
CLARKE ROAD TRAFFIC CALMING

TITLE: TYPICAL CALMING ISLANDS DETAILS

DRAWING NO: 503929 - 0000 - SK - CC - 004 - A

A3652162

ATTACHMENT 3

Estimated Project Costs

Item	Estimate excl GST	Comments
Contracted investigation and design	$16,450.00	Draft design
Construction cost estimate incl contingency	$227,000 (rounded up)	
Tender documents	$6,500	Using WBOPDC standard front end, includes review with Council
Establish contract	$4,500	Execution of contract docs, review SMP, TMP, start-up meeting
Contract observations	$16,000	Assumes 4 week contract, 3 visits per week as it will be quite publicly visible to residents, 2 claims plus final defects liability. Defects liability inspections.
Legal costs and direct Council costs	$10,000	Drafting/reviewing of the agreement and legal advice.
Total estimate	**$280,450**	

Project Cost Apportionment excluding GST

Landowner	Gross Area Ha	Net Area Ha	Net Area % of total	$ per total Net Area
Landowner 1	12.1606	8.3465	37	$103,766.50
Landowner 2	7.2270	5.5488	24	$67,308.00
Landowner 3	12.2043	8.9364	39	$109,375.50
Total	**31.5919**	**22.8317**	**100**	**$280,450**

Appendix F

Landscape & Visual Assessment & LMP

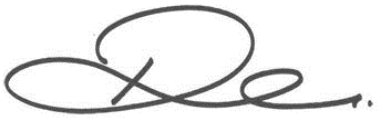
Boffa Miskell

Te Puna Station Road

Landscape Effects Assessment
Prepared for Tinex Group Limited
24 January 2023

Boffa Miskell is proudly a
Toitū net carbonzero certified consultancy

Document Quality Assurance

Bibliographic reference for citation: Boffa Miskell Limited 2023. *Te Puna Station Road: Landscape Effects Assessment*. Report prepared by Boffa Miskell Limited for Tinex Group Limited.		
Prepared by:	Oliver May Landscape Architect / Associate Principal Boffa Miskell Limited	
Reviewed by:	Blair Clinch Landscape Architect / Associate Principal Boffa Miskell Limited	
	Rebecca Ryder Landscape Architect / Partner Boffa Miskell Limited	
Status: [FINAL]	Revision / version: [2]	Issue date: 24 January 2023

Template revision: 20180621 0000

CONTENTS

Appendices

Graphic Supplement (bound separately)

1.0 Introduction

1.1 Scope of the report

Boffa Miskell Limited (BML) were engaged by Tinex Group Limited in October 2021 to provide a Landscape Management Plan (LMP)(Appendix 2) for the industrial-zoned Business Park site at 245 Te Puna Station Road (otherwise known as "the site" in this report). The objective of the LMP was to ensure the appropriate integration of the Business Park and the existing industrial uses into the receiving landscape and visual environment, and in keeping with the expected mitigation outcomes anticipated by the Environment Court Decision and resulting Structure Plan requirements of the Western Bay of Plenty District Plan. Existing activities on the site include storage yards for transportable / removable homes, prefabricated fibreglass pools and demolished materials stockpiles. The following Landscape Effects Assessment (LEA) assesses the landscape and visual effects related to the utilisation of the site for industrial land use, the performance of the existing mitigation and the proposed updated landscape management plan on the immediate and surrounding environment character.

1.2 Project background

In 2005 the Western Bay of Plenty District Council (WBOPDC) created the Te Puna Business Park Zone which enabled Industrial Zoned land and activities, following the Environment Court (EC) Decision[1] to grant the plan change. The Te Puna Structure Plan (TPSP) was developed to "enhance the amenity of the business park and ensure its compatibility with the neighbouring rural environment". This approach was approved by the EC.

The landowner engaged Garden HQ to prepare a landscape mitigation plan for the proposed Industrial subdivision on the site, for inclusion in the resource consent application. The plan proposed mitigation planting, by the formation of a continuous earth bund around the perimeter of the site, mass planted with native and exotic trees to ensure a high level of vegetative screening in the short to medium term.

Following the submission and acceptance of the plan, the site was cleared and prepared for planting, at which time Pirirākau hapū were engaged, to assist with plant layout and installation. Through this engagement and consultation, as required by the conditions of the EC decision, a predominance of native species, particularly on the Te Station Road frontage was required by Pirirākau. This mitigation planting was undertaken and completed by Winter 2020.

Boffa Miskell (BML) were engaged in late 2021 to address WBOPDC concerns on the effectiveness of the installed mitigation planting and consistency with the expected mitigation outcomes of the TPSP. In February 2022, BML provided initial advice regarding the establishment and maintenance of planting against the Environment Court Decision approved

[1] *Decision No. A 9.1/2005*

Plans and Planting Sections[2], Proposed Stormwater Design[3] and Landscape Mitigation Planting & Maintenance Proposal[4].

Following this initial advice BML produced a Landscape Management Plan (LMP) in May 2022 to address aspects of the proposed landscape design that did not meet the requirements of the EC approved plans. In particular, the mix of native and exotic species, recommended through consultation with Pirirākau. The LMP focussed on providing planting and maintenance requirements for areas not yet planted, and maintenance and infill planting for areas that planting had already been installed.

In November 2022 an affidavit was provided by Blair Clinch (Boffa Miskell) to the Environment Court[5] that confirmed that the additional planting advised by the BML in a Landscape Management Plan (LMP) would achieve a comparable mitigation performance to that anticipated by the TPSP, once planting has matured, although in an altered configuration and through the use of a predominantly native plant species selection.

1.3 Assessment Process

This assessment follows the concepts and principles outlined in *Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines*[6]. A full method is outlined in **Appendix 1** of this report. In summary, the effects ratings are based upon a seven-point scale which ranges from very low to very high.

In summary, the effects ratings are based upon a seven-point scale which ranges from very low to very high.

The effects covered in this assessment include:

- Landscape character and amenity effects derived from changes in the physical landscape, which may give rise to changes in its character and how this is experienced. This may in turn affect the perceived value ascribed to the landscape.
- Visual effects relating to the changes that arise in the composition of available views as a result of changes to the landscape, to people's responses to the changes, and to the overall effects with respect to visual amenity.

Landscape and visual effects result from natural or induced change in the components, character or quality of a landscape. Usually these are the result of landform or vegetation modification or the introduction of new structures, activities or facilities into the landscape.

The nature of landscape and visual effects generated by any particular project can therefore be:

- positive (beneficial), contributing to the visual character and quality of the environment;
- negative (adverse), detracting from existing character and quality of environment; or

[2] *Appendix 7, Section 7 – Western Bay of Plenty Operative District Plan*

[3] *Stormwater Management & Access, Tiaki Engineering Consultants, February 2021*

[4] *Landscape Mitigation Planting Letter, Garden HQ, 2021*

[5] *ENV-2022-AKL-00189*

[6] *'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines', Tuia Pito Ora New Zealand Institute of Landscape Architects, July 2022.*

- neutral (benign), with essentially no effect on existing character or quality of environment.

The degree to which landscape and visual effects are generated by a proposal depends on a number of factors, these include:

- The degree to which the proposal contrasts, or is consistent, with the qualities of the surrounding landscape.
- The proportion of the proposal that is visible, determined by the observer's position relative to the objects viewed.
- The distance and foreground context within which the proposal is viewed.
- The area or extent of visual catchment from which the proposal is visible.
- The number of viewers, their location and situation (static or moving) in relation to the view.
- The backdrop and context within which the proposal is viewed.
- The predictable and likely known future character of the locality.
- The quality of the resultant landscape, its aesthetic values and contribution to the wider landscape character to the area.

Change in a landscape does not, of itself, necessarily constitute an adverse landscape or visual effect. Landscape is dynamic and is constantly changing over time in both subtle and more dramatic transformational ways. These changes are both natural and human induced. What is important in managing landscape change is that adverse effects are avoided or sufficiently mitigated to ameliorate the effects of the change in land use. Changes in landscape must also be considered within the context of projected and approved changes to a landscapes use of function. In this instance the approved zoning of the land for industrial use.

To determine the level of landscape and visual effects, both the sensitivity of the landscape or viewing audience and level of change resulting from a proposed development are considered. A desktop study was also undertaken to determine likely viewing audiences, landscape character types, prominent ridge lines and landform and the landscape context of the surrounding area. The information collected was used to inform a site investigation undertaken on the 29th November. The site visit was undertaken in clear to overcast conditions weather with excellent visibility, between approximately 11 am and 3 pm.

2.0 Existing Environment

2.1 Landscape Context

Broadly the landform character can be described as rural, featuring predominantly both pastoral and rural production land uses. Built form and development within the landscape comprises rural residential dwellings in lifestyle blocks, agricultural buildings and light industrial buildings. Built form is generally distributed widely across the landscape, however a greater concentration of development is located at the intersection of Te Puna Road and State Highway 2.

Plate 1:Site location and surrounding topography (source: WBOPDC ePlan)

The landscape is characterised by a mixture of low-lying land and a rolling landscape with some steep ridgelines. The proximity to the Wairoa River results in the lower lying areas being prone to flooding. The landscape pattern is informed in part by the steeply rising ridges inland from the river edge and in part by the existing land use. The agricultural areas of the landscape are divided by irregular medium to large geometric field boundaries and farm drains. Vegetation is primarily characterised by large areas of open pastoral grass fields, bordered in parts by linear bands of trees and shrubs, largely comprising exotic species.

Plate 2:View south of Te Puna Station Road across open arable fields.

Thick linear bands of trees and shrubs are located adjacent to the East Coast Main Trunk rail line (ECMT) which traverses the landscape in an east west direction. Similarly thick bands of vegetation are positioned around the edge of rural residential properties providing enclosure. Large shelterbelts of exotic evergreen trees are also utilised along field boundaries to protect crops, which create long enclosed linear corridors. Industrial land uses within the landscape are typically in proximity to rail and road infrastructure such as the Te Puna SH2 interchange and the ECMT (refer Plate 3 below).

Plate 3:Light industrial land use situated between Te Puna Station Road and the ECMT.

Watercourses throughout the locality have largely been modified or removed over time to accommodate pastoral and agricultural production land uses. Farm drains within the landscape are located along field boundaries and to the edge of ridgelines in straight lines, however these do collect into more naturally shaped ponds and stormwater storage areas in some places. The Wairoa River is a large distinctive feature within the landscape and is subject to the Tauranga Harbour Landscape Management Area and the Wairoa Estuary - Estuarine Vegetation SEA along its eastern banks.

Plate 4:View south of down the eastern banks of the Warioa River

2.2 Site Description

The WBOPDC District Plan designates the site within the TPSP, which is of an industrial zoning. Although the site is within the Industrial Zone, as a result of the Flood Hazard classification across site, the activities available on the site may differ from those typically expected in this zone. Industrial activities within the site are located within the eastern aspect of the site and comprise storage of transportable dwellings, prefabricated swimming pool storage and demolished material stockpiles. These activities are broadly in line with the type of industrial activities anticipated within this zone (refer Plate 5 below).

Plate 5:Industrial activities within the eastern portion of the site.

The site has an area of approximately 10.6 ha and has a low-lying flat topography approximately between 1-3RL. A wide north south orientated floodable area covers the majority of the site area. The boundaries of the site are all defined by a wide trenched farm drain predominantly containing amenity grass and a mix of native and riparian vegetation. The south-eastern boundary of the site is the most heavily vegetated section of the boundary due to the proximity to the neighbouring vegetation to the south. The western edge of the site partially contains part of wide overland flow path through the TPSP area and the southern edge of the site borders a modified stream channel (refer Plate 6 below)

Plate 6:Modified river channel along the southern site boundary.

Planting outlined within the LMP has been implemented to provide structured planting around the perimeter and in between individual lease areas. This comprises amenity grassland within undeveloped industrial lease area, a band of predominantly native and exotic tree species around the perimeter of the site and mixed native and structured exotic and native trees along internal lease area boundaries. The majority of this planting around the perimeter of the site has been implemented following the TPSP/LMP, however there are some remnant mature exotic trees located in the southwest of the site. The LMP planting differs from the exotic shelter belts featured within the landscape, the predominantly native planting palette is in keeping with the native characteristics of the landscape.

Plate 7: New native planting on a bund and existing mature trees along the southwestern boundary of the site.

There are no outstanding natural landscapes or features (ONL or ONF), significant indigenous vegetation areas (SEA) or notable trees identified within the site.

3.0 Proposal Description

The proposal is to enable the 10.6ha site within the Te Puna Business Park and TPSP to be utilised for industrial uses as indicated by the WBOPDC District Plan (refer Plate 8 below). In accordance with the recommendations of the EC decision, the activation of the site for industrial use will be phased from east to west, to allow for boundary planting to establish. The types of activities enabled in the site by the zoning are listed below, however due to the Flood Hazard overlay additional consenting for any buildings or earthworks would also be required.

The landowner is applying for a separate resource consent application for the existing industrial activities on the site. This assessment has been undertaken with consideration of the existing industrial activities and the associated retrospective resource consent application.

It is important to note that the EC decision to rezone the land, anticipated that the full list of activities would be available within the site and therefore have the potential to be observable.

Western Bay of Plenty District Plan, Section 21 - Industrial

21.3.1 Permitted Activities (all areas except for the Comvita Campus Structure Plan Area (see 21.3.4) and where otherwise specified)

a. Industry (except within the Ōmokoroa Light Industrial Zone).

b. Storage, warehousing, coolstores and packhouses (excluding warehousing, coolstores and packhouses, and storage and disposal of solid waste in the Ōmokoroa Light Industrial Zone).

c. Retailing which is accessory and secondary to a. and b. above and which has:

i. Rangiuru Business Park – a maximum of 250m2 indoor/outdoor retail or a maximum of 25% of the gross floor area of the primary activity whichever is the lesser;

ii. All other areas – a maximum gross floor area of 100m2.

d. Building and construction wholesalers and retailers.

e. Commercial services.

f. Takeaway food outlets with a maximum gross floor area of 100m2 (excluding Te Puna Business Park).

g. Service stations and garages (excluding the Te Puna Business Park).

h. Medical or scientific facilities.

i. Veterinary rooms and pet crematoriums.

j. j. Activities on reserves as provided for in the Reserves Act 1977.

k. k. Police stations, fire stations and St Johns Ambulance stations.

l. l. Depots (except transport and rural contractors depots within the Ōmokoroa Light Industrial Zone).

m. Vehicle, machinery and automotive parts sales (excluding Te Puna Business Park).

n. Works and network utilities as provided for in Section 10.

o. Commercial sexual services.

p. Offices and buildings accessory to the foregoing on the same site.

q. Green waste and waste recycling facilities where these occur within buildings (i.e. are enclosed) (except within the Ōmokoroa Light Industrial Zone).

r. Aquaculture

Additional Permitted Activities (Te Puna Business Park only)

a. Retail outlets for primary produce with a maximum retail floor area of 100m2.

b. Garden centres and plant nurseries, including ancillary cafés provided that the café does not exceed a maximum gross floor area of 100m2.

c. Farm vehicle and machinery sales.

It is proposed that the change in land use will be moderated by implementing the LMP proposed in 2022 in place of the TPSP approved by the EC. As outlined earlier, the proposed LMP was produced to ensure the appropriate integration of the site and activities into the receiving environment, in a format which deviates from the TPSP in order to accommodate changes to the subdivision configuration, additional stormwater requirements and plant species adjustments following consultation with Pirirākau hapū.

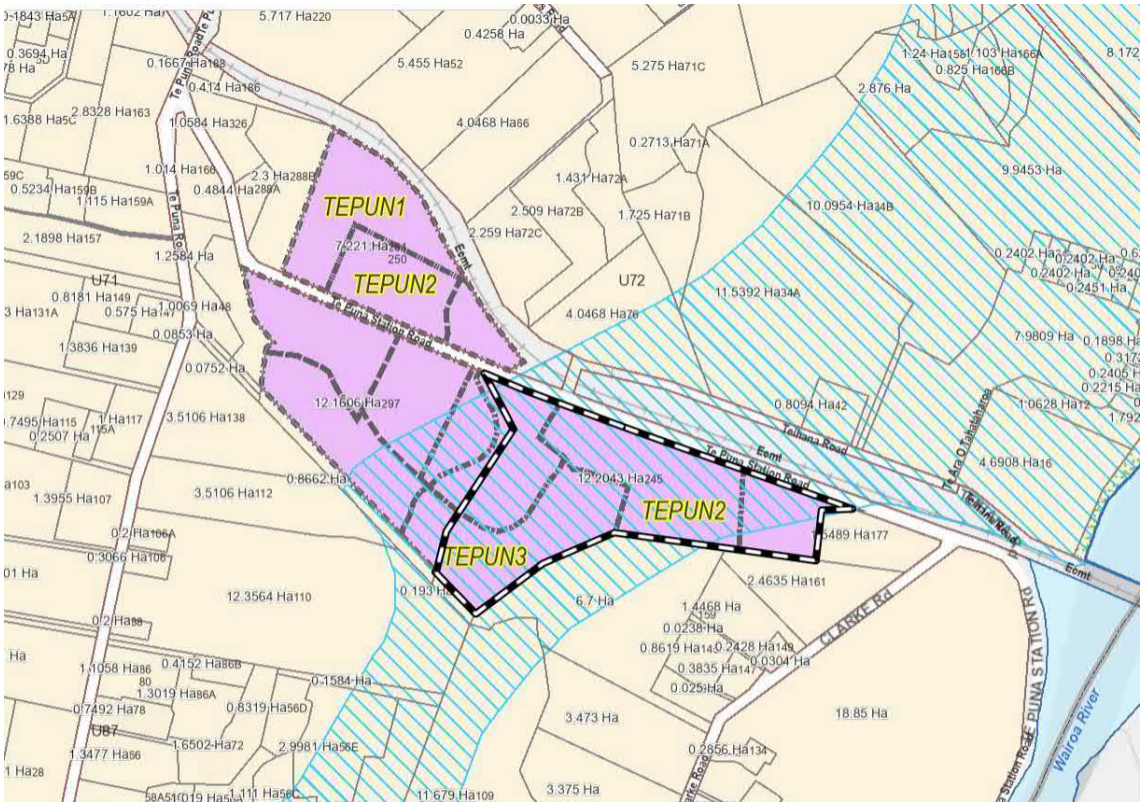


Plate 8: WBOPDC District Plan Zones (source: WBOPDC ePlan)

3.1 Visual Catchment

Viewing audiences included in this assessment have been determined through a combination of a desk top study and on-site observations from the site and surrounding area. The following observations in respect of the visual catchment of the site and its future land use, have been made:

- Views are mostly contained within approximately 300m of the site boundary by the rising ridgeline landform to the north, south and west of the site. The ridgeline in proximity to the southern boundary of the site in particular is a substantial barrier to viewing audiences to the south.
- The low-lying nature of the site within the landscape results in views from approximately four elevated residential properties to the west and southwest being able to look down into the south.
- Intervening vegetation such as shelterbelts within the wider landscape will obscure many views of the site for surrounding viewing audiences.
- It is considered that due to the low-lying nature of the site, views of the proposed industrial activity will be available over boundary vegetation. The proposed vegetation in the original TPSP are expected to have partially screened views of the site at its boundaries with views of the interior industrial activity remaining visible from elevated viewpoints.

4.0 Assessment of Effects

Landscape and visual impacts result from natural or induced change in the components, character or quality of the landscape. Usually these are the result of landform or vegetation modification or the introduction of new structures, facilities or activities. All these impacts are assessed to determine their effects on character and quality, amenity as well as on public and private views.

In this study, the assessment of potential effects is based on a combination of the landscape's sensitivity and visibility together with the nature and scale of the development proposal.

Particular effects considered relate to the following:

- *Landscape character effects*
- *Visual amenity effects from public and private locations; and*
- *Effects in relation to statutory provisions.*

The principal elements of the proposal that will give rise to landscape and visual effects are:

- *The introduction of an industrial land uses and activity into the landscape; and*
- *The potential for new buildings up to 9m in height within the site*

4.1 Landscape Effects

4.1.1 Landscape Character Effects

Landscape character is derived from the distinct and recognisable pattern of elements that occur consistently in a particular landscape. It reflects particular combinations of geology, landform, soils, vegetation, land use and features of human settlement. It creates the unique sense of place defining different areas of the landscape.

No additional earthworks or vegetation removal is required to accommodate the proposal. Rural character has previously been modified through the implementation of earthworks and establishment of existing industrial activities on the site. Although, the character of the site will be further altered due to the introduction of additional industrial activities into the site, this change is in keeping with the expectations of the sites industrial zoning.

The integration planting outlined within the LMP, and predominantly implemented, will integrate the proposed industrial activities, particularly along the site boundaries where the TPSP area abuts rural farmland. Although,the original landscape planting proposals from the EC decision recommend exotic tree species, the undertaking of required consultation with Pirirākau, determined that the use of native species only along the site boundaries would better reflect historic vegetation patterns. The site boundary along Te Puna Station Road features a bund approximately 2m-2.5m in height. This bund combined with structured native planting will provide a linear vegetated interface with the road that is an appropriate transition between rural and industrial land uses.

The existing and proposed industrial use within the site will sit within the 9m height limit allowed by the zone and will not substantially alter the topography of the low lying landform. No retaining structures are proposed and the flood plain will predominantly retain its form and function.

The landscape effects of the existing and proposed industrial activities will be limited to the immediate site and are in line with those expected in the industrial zoned land. Vegetation proposed within the LMP has been broadly implemented and is establishing well to meet the objectives set out in the land rezoning. The planting proposed in the LMP will provide a landscape buffer around the exterior of the site, visual integration along internal road boundaries and wetland marginal planting adjacent to wetlands and overland flow paths.

4.2 Visual Effects

Visual amenity effects are influenced by a number of factors including the nature of the proposal, the landscape absorption capability and the character of the site and the surrounding area. Visual amenity effects are also dependent on distance between the viewer and the proposal, the complexity of the intervening landscape and the nature of the view.

- On site observations from the proposed site and surrounding publicly accessible areas;
- Photographs taken on site from publicly accessible areas;
- Landscape Management Plan; and;
- Topographical Information.

Viewpoints across the landscape are largely limited due to a range of factors, including the location of the site within an undulating wider landscape, intervening shelterbelts around agricultural sites, the surrounding ridgeline landform and vegetation along the boundary of nearby roads.

4.2.1 Effects from vantage points to the north of the site

Public Audiences

Public viewpoints to the north of the site comprise road users on Te Puna Station Road (VP2). This audience experiences a variety of views along the length of the road ranging from approximately 600m to immediately adjacent to the road.

Views across the entirety of the road are at a similar elevation to the site and are not afforded views down into the site. From the western and eastern extents of the road views of the site are partially filtered by roadside, intervening vegetation in adjacent land and LMP vegetation around the perimeter of the site. There are narrow and transient views into the site at the site entry, where portions of existing industrial activities are observed. The existing bund and vegetation along the road boundary form an effective screen of these existing activities. It is anticipated that continuing glimpsed views of the proposed industrial land use may be available from some points along the road, particularly at the site entry location.

Views from immediately adjacent to the site are afforded short distance views of the bund and boundary vegetation. The height of the bund and adjacent vegetation will form an effective screen of existing and future industrial activities in the site. These viewing audiences currently experience a neutral to very-low adverse effects related to the existing use of the site.

Private Audiences

Private viewing audiences located to the north of the site comprise residential lifestyle blocks and farm workers undertaking their work. Views south from the majority of the audiences are restricted by vegetation along field boundaries, Te Puna Station Road and the ECMT. The audience located at 42 Teihana Road (VP3) is the residential audience closest to the site and will experience glimpsed views of activity within the site. These are partially mitigated by the bund and boundary planting, which over time will form a more proficient screen. Audiences further afield are not anticipated to experience direct views into the site due to a combination of their low-lying position within the landscape and / or the intervening vegetation. Effects related to the existing use of the site on the viewing audience at 42 Teihana Road are very low adverse. All other viewing audiences currently experience a neutral to very-low adverse effects related to the existing use of the site.

4.2.2 Effects from vantage points to the east of the site

Public Audiences

Due to the sites proximity to the Wairoa River and an escarpment between Clarke Road and Te Puna Station Road there are very few vantage points where public audiences are afforded a view towards the site. Public views will primarily be afforded from the corner of Te Puna Station Road and Clarke Road (VP4). Views towards the site are interrupted by amenity vegetation and the residential property at 177 Te Puna Station Road. Views from Clarke Road are limited to short distance views of tall roadside vegetation and views further east along Te Puna Station Road have views completely screened by intervening land form. The viewing audience at 177 Te Puna Station Road are anticipated to be very low adverse effects related to the existing use of the site. Effects related to the current site use for all other viewing audiences currently experience a neutral to very-low adverse.

Private Audiences

The residential property at 177 Te Puna Station Road adjacent to the sites eastern boundary currently experience short to medium distance views towards the site. These views are partially obscured by a 1.5-2m bund planted with native tree species along the site boundary. This vegetation currently present on site partially screens the appearance of built form in the eastern extents of the site. Over time as this vegetation matures the level of screening will increase, however glimpsed views of activities have the potential to endure.

4.2.3 Effects from vantage points to the south of the site

Public Audiences

There are a limited number of public audience vantage points to the south of the site. Road users on Clarke Road (VP5) are at an elevation approximately 28m above the site. It is anticipated that direct views into the site are prohibited by intervening landform and vegetation. Therefore, it is anticipated there will be no change to views.

Private Audiences

There are very few private audiences to the south of the site, the closest of which is at 161 Clarke Road. This low-lying property is bordered to the north by a thick band of exotic vegetation which provides a proficient screen of activities within the site. Other residential properties accessed from Clarke Road are at a higher elevation than the site, with direct views into the site interrupted by intervening vegetation and landform. These viewing audiences experience neutral to very-low effects related to the current use of the site.

Residential properties to the southwest of the site are positioned on an easterly facing slope approximately 400m from the site boundary. Due to the position and orientation of these residences it is considered that these audience will only experience views of the western side of the site which currently contains no industrial activity. When this portion of the site is developed it is anticipated that filtered views of industrial activity will be available over boundary vegetation and between internal road planting. This is broadly in keeping with the outcomes expected after the establishment of planting in the TPSP. These viewing audiences experience neutral to very-low effects related to the current use of the site.

4.2.4 Effects from vantage points to the west of the site

Public Audiences

Publicly accessible land to the west of the site is located along Te Puna Road (VP1), which runs perpendicular to the site's western boundary. This elevated road is bordered by dense exotic shelter belts around agricultural production land and amenity planting around residential properties. There are no publicly accessible views available from the west.

Private Audiences

These comprise residential audiences and audiences associated with agricultural production. The majority of these audiences have an elevated position and are accessed from Te Puna Road, a single residential property is located at 297 Te Puna Station Road. The low-lying property accessed from Te Puna Station Road is surrounded by existing mature vegetation which obscures direct views towards the site. The existing use of the site have a neutral effect on these viewing audiences.

Properties accessed from Te Puna Road are predominantly surrounded by dense vegetation which screen and heavily filter views east towards the site. A residential audience at 110 Te Puna Road, elevated approximately 45m above the site, is afforded unobstructed easterly views towards the site, including of the existing industrial activities on site. Once the vegetation proposed within the LMP has established, views of activities around the perimeter of the site will be partially screened. The purpose of the mitigation planting is to visually integrate but not screen the proposed and existing industrial activities, however it minimises the visual dominance of the overall land use change. Planting along the internal access roads and in between lots will also break up existing and future industrial building mass and form and other activities within the site.

4.2.5 Summary of Landscape and Visual Effects

The landscape character effects related to the proposal will be limited to the immediate site and surroundings and are broadly in line with those expected in industrial zoned land. No existing vegetation is proposed to be removed. The proposed LMP planting has been predominantly implemented, and when established will provide a landscape buffer around the perimeter of the site that will appropriately integrate the development into the surrounding landscape character.

The current onsite planting provides a boundary treatment that is characteristic of the native vegetation within surrounding area, whereby property boundaries are demarcated by exotic shelter vegetation. The planting installed approximately 1 year ago is generally lower in overall height than anticipated by the TPSP which included exotic species. The proposed LMP and existing planting will achieve the necessary landscape mitigation after a three year period, continuing to grow and further visually integrate the industrial site into the landscape.

Earlier mitigation planting, undertaken in winter 2020, has established to a current overall height and density that provide effective visual screening of existing and future industrial activities when viewed from Te Puna Station Road. Internal planting implemented in 2022 is required to further establish and mature of the 3-year maintenance period, to reach the minimum expected degree of visual mitigation. This planting is intended to visually integrate industrial activities, rather than screen the activities, particularly when viewed from the west. This, combined with existing industrial activities being confined to the eastern portion of the site, result in existing visual effects being in keeping with the outcomes anticipated by the TPSP. As mitigation planting matures further it will ensure the appropriate integration of further industrial activities within the remaining lease areas.

Similarly, the wetland marginal planting within the site has not established sufficiently to meet the standards of the TPSP. The combined landscape character impacts related to the current limited industrial land use are considered to be result in low adverse effects, when compared with the objectives of the TPSP. However, provided that the LMP planting is completed it is considered that this will achieve comparable levels of integration and mitigation of the site after the planting has established.

Due to the visually contained nature of the site within the wider surrounding landscape, there are very few visual audiences which will have views of the existing and proposed industrial activities. Audiences who do have views will predominantly view the site from a similar ground level and will have views screened by vegetation in the wider landscape and LMP planting around the borders of the site. The elevated private viewing audience at 110 Te Puna Road is anticipated to experience views of industrial activity within the site over boundary vegetation. Views of industrial activity within the site would be expected from this viewpoint after the implementation of the 2005 TPSP planting plans, although partially screened and better integrated in the receiving environment by mitigation planting.

It is considered that with the current landscape planting on site and the isolated location of existing industrial activities in the eastern portion of the site, effects experienced from 110 Te Puna Road are currently low adverse. The establishment of recently implemented planting over the 3-year maintenance period will allow for the accommodation of additional future industrial activities to occupy the remaining lease areas, with resulting landscape and visual effects expected to be low adverse. Views from other audiences are anticipated to range from neutral to very-low adverse, due to intervening vegetation, landform and existing boundary planting.

Upon completion and establishment of the proposed LMP planting visual effects experienced by viewing audiences of the site when fully occupied by industrial activities are expected to be broadly in line with the level of effects expected by the provisions of the TPSP.

4.3 Effects in relation to Statutory Provisions

The following statutory documents, objectives, policies and rules are relevant to the assessment of landscape and visual effects:

- *The Resource Management Act – There are no Outstanding Natural Landscapes within the immediate or surrounding landscape.*
- *Western Bay of Plenty District Plan*

4C.5.3.2 Screening in Industrial and Commercial Zones

The following landscape areas and requirements will be implemented either at the time of subdivision or development as the case may require.

a. Unless otherwise required by a rule in the District Plan any activity which has a common boundary with a Residential, Rural-Residential, Future Urban or Rural Zone, or a public reserve shall be screened by landscape planting to a minimum depth of 3m and a minimum height of not less than 2m.

The screen must be a minimum of 1.2m high at the time of planting and be capable of achieving a height of 2m within two years.

f. Te Puna Industrial Zone

i. Any subdivision or development of land within the zone shall be designed, approved and developed to incorporate and illustrate amenity screen landscaping, acoustics earth bunds/fences and a stormwater collection system in accordance with the Te Puna Rural Business Park Structure Plan in Appendix 7;

ii. The area of the planted land around the zone boundary, the area of land subject to the Te Puna Station Road roadscape planting, and the stormwater ponds and overland flow path/wetland as shown in the Te Puna Rural Business Park Structure Plan shall all be established and vested in Council prior to commencement of any industrial or business activity within the zone.

The plantings and the stormwater ponds and the overland flow path/wetland shall be maintained for a period of three years with maintenance secured by way of an appropriate legal mechanism to Council's satisfaction.

iii. Secondary planting shall be provided on boundaries between land parcels in accordance with the Structure Plan.

iv. Landscape plans for the zone boundary, Te Puna Road roadscape, and stormwater ponds and overland flowpath/wetland shall be prepared by a qualified landscape designer and approved by Council. The plan for the overland flowpath/wetland shall be prepared in consultation with Pirirākau.

v. Except to the extent already provided, additional amenity screen planting shall be provided to the satisfaction of Council for each new building over 100m². To that end, a landscape plan by a qualified landscape designer shall be submitted with the application. The plan shall specifically identify the plant species. The plan shall also include a landscape maintenance programme for three years.

To meet the requirements of *4C.5.3.2* the proposed LMP, which has been adapted over time to meet the expectation of hapū, has been planted and is currently under the three-year maintenance period to ensure establishment. The implementation of a bund measuring from 2-2m-2.5m in the southwestern, northern and eastern boundaries of the site provide an impermeable screen around the border of the site. The existing planting on top of the bund will provide an effective screen 3m wide and up to 2m in line with the *4C.5.3.2* (*a).* It is determined that when established the planting proposed in the LMP is appropriate for the surrounding landscape character and will meet the expectations of the zone and the TPSP.

4.3.1 Summary of Effects on Statutory Provisions

The landscape and visual components of the proposal have been developed in a responsive manner to the statutory provisions and advice from hapū, following the undertaking of required engagement. The composition, form and qualities of the LMP have been designed to be in keeping with the expected outcomes of the zone and its objectives and policies.

5.0 Recommendations

In order to minimise the landscape effects and meet the objectives of the TPSP via the LMP it is recommended that the following mitigation measures are included:

1. Ensure that any planting proposed in the LMP (dated May 2022) not yet implemented is undertaken in the next planting season.
2. Management and Maintenance regime as described in the LMP should be upheld across the site for the recommended 3-year establishment period.

No further measures are required to mitigate the existing industrial activities confined to the eastern portion of the site, with current landscape and visual effects being low from the most affected viewing audiences. Planting proposed in the LMP (both implemented and any remaining to be implemented) is to establish over the 3-year period to a height and density anticipated by the TPSP. Industrial activities can be accommodated on site during this establishment period, with temporary landscape and visual effects reducing gradually over that time.

6.0 Conclusions

The proposal is to utilise the industrial zoned land within the Te Puna Business Park Structure Plan area through the implementation of landscape mitigation measures to meet the requirements of the TPSP and to also obtain resource consent for the existing activities until the Structure Plan requirements are met. The existing industrial land use within the site is located in the eastern extents of the site which is the furthest from elevated audiences to the west and well contained from views from other aspects. The development of an appropriate mitigation planting response, which meets the requirements of the underlying zoning, TPSP and the guidance from hapū following the undertaking of required engagement has been an iterative process. The contents of the proposed LMP meets the statutory requirements and the preferences communicated through the required consultation with hapū.

With the current level of industrial use within the site and the current landscape planting, landscape effects are currently low adverse, visual effects range from neutral to very-low adverse and views from 110 Te Puna Road are low adverse. Provided that the proposed LMP planting is implemented as instructed and developed through the three-year maintenance period the proposed mitigation planting will meet the requirements set out in the TPSP and allow for the accommodation of additional industrial activities to occupy the remaining lease areas. It is considered that any landscape character or visual effects will be reduced to be broadly in line with those expected after the implementation of the TPSP and these will not contravene the relevant statutory provisions.

Appendix 1: Landscape Effects Assessment Method

8 December 2022

Introduction

The Landscape Effects Assessment (LEA) process provides a framework for assessing and identifying the nature and level of likely effects that may result from a proposed development. Such effects can occur in relation to changes to physical elements, changes in the existing character or condition of the landscape and the associated experiences of such change. In addition, the landscape assessment method includes an iterative design development processes, which seeks to avoid, remedy or mitigate adverse effects (see **Figure 1**).

This outline of the landscape and visual effects assessment methodology has been undertaken with reference to the **Te Tangi A Te Manu: Aotearoa New Zealand Landscape Assessment Guidelines** and its signposts to examples of best practice, which include the **Quality Planning Landscape Guidance Note**[7] and the **UK guidelines for landscape and visual impact assessment**[8]**.**

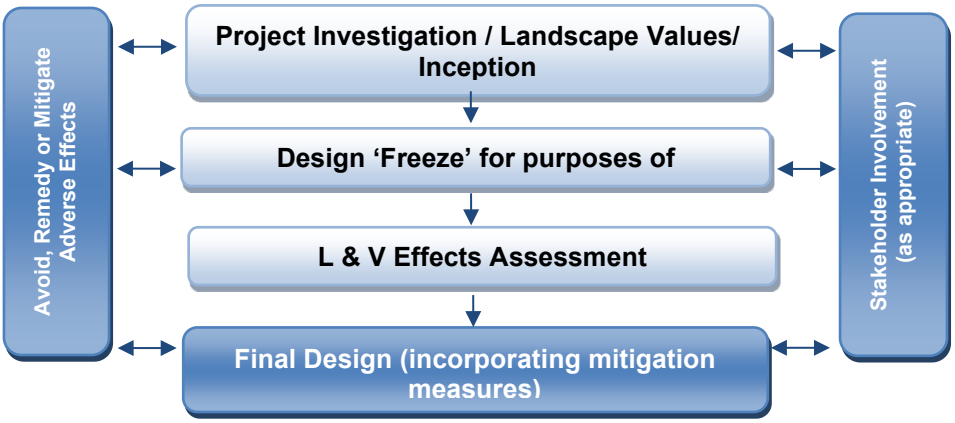


Figure 1: Design feedback loop

When undertaking any landscape assessment, it is important that a **structured and consistent approach** is used to ensure that **findings are clear and objective**. Judgement should be based on skills and experience and be supported by explicit evidence and reasoned argument.

While, landscape and visual effects assessments are closely related, they form separate procedures The assessment of the potential effects on landscape considers effects on landscape character and values. The assessment of visual effects considers how changes to the physical landscape affect the viewing audience. The types of effects can be summarised as follows:

Landscape effects: *Change in the physical landscape, which may affect its characteristics*

Visual effects: *Consequences of change on landscape values as experienced in views*

[7] http://www.qualityplanning.org.nz/index.php/planning-tools/land/landscape
[8] Landscape Institute and Institute of Environmental Management and Assessment (2013) Guidelines for Landscape and Visual Impact Assessment, 3rd Edition (GLVIA3)

The policy context, existing landscape resource and locations from which a development or change is visible, all inform the 'baseline' for landscape and visual effects assessments. To assess effects, the first step requires identification of the landscape's **character** and **values** including the **attributes** on which such values depend. This requires that the landscape is first **described**, including an understanding of relevant physical, sensory and associative landscape dimensions. This process, known as landscape characterisation, is the basic tool for understanding landscape character and may involve subdividing the landscape into character areas or types. The condition of the landscape (i.e. the state of an individual area of landscape or landscape feature) should also be described together with, a judgement made on the value or importance of the potentially affected landscape.

Landscape Effects

Assessing landscape effects requires an understanding of the landscape resource and the magnitude of change which results from a proposed activity to determine the overall level of landscape effects.

Landscape Resource

Assessing the sensitivity of the landscape resource considers the key characteristics and qualities. This involves an understanding of both the ability of an area of landscape to absorb change and the value of the landscape.

Ability of an area to absorb change

This will vary upon the following factors:

- Physical elements such as topography / hydrology / soils / vegetation;
- Existing land use;
- The pattern and scale of the landscape;
- Visual enclosure / openness of views and distribution of the viewing audience;
- The zoning of the land and its associated anticipated level of development;
- The scope for mitigation, appropriate to the existing landscape.

The ability of an area of landscape to absorb change takes account of both the attributes of the receiving environment and the characteristics of the proposed development. It considers the ability of a specific type of change occurring without generating adverse effects and/or achievement of landscape planning policies and strategies.

The value of the Landscape

Landscape value derives from the importance that people and communities, including tangata whenua, attach to particular landscapes and landscape attributes. This may include the classification of Outstanding Natural Feature or Landscape (ONFL) (RMA s.6(b)) based on important physical, sensory and associative landscape attributes, which have potential to be affected by a proposed development. A landscape can have value even if it is not recognised as being an ONFL.

Magnitude of Landscape Change

The magnitude of landscape change judges the amount of change that is likely to occur to areas of landscape, landscape features, or key landscape attributes. In undertaking this assessment, it is important that the size or scale of the change is considered within the geographical extent of the area influenced and the duration of change, including whether the change is reversible. In some situations, the loss /change or enhancement to existing landscape elements such as vegetation or earthworks should also be quantified.

When assessing the level of landscape effects, it is important to be clear about what factors have been considered when making professional judgements. This can include consideration of any benefits which result from a proposed development. **Table 1** below helps to explain this process. The tabulating of effects is only intended to inform overall judgements.

Contributing Factors		Higher	Lower
Landscape (sensitivity)	**Ability to absorb change**	The landscape context has limited existing landscape detractors which make it highly vulnerable to the type of change resulting from the proposed development.	The landscape context has many detractors and can easily accommodate the proposed development without undue consequences to landscape character.
	The value of the landscape	The landscape includes important biophysical, sensory and shared and recognised attributes. The landscape requires protection as a matter of national importance (ONF/L).	The landscape lacks any important biophysical, sensory or shared and recognised attributes. The landscape is of low or local importance.
Magnitude of Change	**Size or scale**	Total loss or addition of key features or elements. Major changes in the key characteristics of the landscape, including significant aesthetic or perceptual elements.	The majority of key features or elements are retained. Key characteristics of the landscape remain intact with limited aesthetic or perceptual change apparent.
	Geographical extent	Wider landscape scale.	Site scale, immediate setting.
	Duration and reversibility	Permanent. Long term (over 10 years).	Reversible. Short Term (0-5 years).

***Table 1**: Determining the level of landscape effects*

Visual Effects

Visual effects are a subset of landscape effects. They are consequences of change on landscape values as experienced in views. To assess the visual effects of a proposed development in a landscape, a visual baseline must first be defined. The visual 'baseline' forms a technical exercise which identifies the area where the development may be visible, the potential viewing audience, and the key representative public viewpoints from which visual effects are assessed.

The Sensitivity of the viewing audience

The sensitivity of the viewing audience is assessed in terms of assessing the likely response of the viewing audience to change and understanding the value attached to views.

Likely response of the viewing audience to change

Appraising the likely response of the viewing audience to change is determined by assessing the occupation or activity of people experiencing the view at particular locations and the extent to which their interest or activity may be focussed on views of the surrounding landscape. This relies on a landscape architect's judgement in respect of visual amenity and the reaction of people who may be affected by a proposal. This should also recognise that people more susceptible to change generally include: residents at home, people engaged in outdoor recreation whose attention or interest is likely to be focussed on the landscape and on particular views; visitors to heritage assets or other important visitor attractions; and communities where views contribute to the wider landscape setting.

Value attached to views

The value or importance attached to particular views may be determined with respect to its popularity or numbers of people affected or reference to planning instruments such as viewshafts or view corridors. Important viewpoints are also likely to appear in guide books or

tourist maps and may include facilities provided for its enjoyment. There may also be references to this in literature or art, which also acknowledge a level of recognition and importance.

Magnitude of Visual Change

The assessment of visual effects also considers the potential magnitude of change which will result from views of a proposed development. This takes account of the size or scale of the effect, the geographical extent of views and the duration of visual change, which may distinguish between temporary (often associated with construction) and permanent effects where relevant. Preparation of any simulations of visual change to assist this process should be guided by best practice as identified by the NZILA[9].

When determining the overall level of visual effect, the nature of the viewing audience is considered together with the magnitude of change resulting from the proposed development. **Table 2** has been prepared to help guide this process:

Contributing Factors		Higher	Lower	Examples
The Viewing Audience (sensitivity)	**Ability to absorb change**	Views from dwellings and recreation areas where attention is typically focussed on the landscape.	Views from places of employment and other places where the focus is typically incidental to its landscape context. Views from transport corridors.	Dwellings, places of work, transport corridors, public tracks
	Value attached to views	Viewpoint is recognised by the community such as an important view shaft, identification on tourist maps or in art and literature. High visitor numbers.	Viewpoint is not typically recognised or valued by the community. Infrequent visitor numbers.	Acknowledged viewshafts, Lookouts
Magnitude of Change	**Size or scale**	Loss or addition of key features in the view. High degree of contrast with existing landscape elements (i.e. in terms of form scale, mass, line, height, colour and texture). Full view of the proposed development.	Most key features of views retained. Low degree of contrast with existing landscape elements (i.e. in terms of form scale, mass, line, height, colour and texture. Glimpse / no view of the proposed development.	- Higher contrast/ Lower contrast. - Open views, Partial views, Glimpse views (or filtered); No views (or obscured)
	Geographical extent	Front on views. Near distance views; Change visible across a wide area.	Oblique views. Long distance views. Small portion of change visible.	- Front or Oblique views. - Near distant, Middle distant and Long distant views
	Duration and reversibility	Permanent. Long term (over 15 years).	Transient / temporary. Short Term (0-5 years).	- Permanent (fixed), Transitory (moving)

Table 2: Determining the level of visual effects

Nature of Effects

In combination with assessing the level of effects, the landscape and visual effects assessment also considers the nature of effects in terms of whether this will be positive (beneficial) or negative (adverse) in the context within which it occurs. Neutral effects can also occur where landscape or visual change is benign.

It should also be noted that a change in a landscape does not, of itself, necessarily constitute an adverse landscape or visual effect. Landscape is dynamic and is constantly changing over time in both subtle and more dramatic transformational ways; these changes are both natural and human induced. What is important in managing landscape change is that adverse effects are

[9] Best Practice Guide: Visual Simulations BPG 10.2, NZILA

avoided or sufficiently mitigated to ameliorate the effects of the change in land use. The aim is to provide a high amenity environment through appropriate design outcomes.

This assessment of the nature effects can be further guided by **Table 3** set out below:

Nature of effect	Use and Definition
Adverse (negative):	The activity would be out of scale with the landscape or at odds with the local pattern and landform which results in a reduction in landscape and / or visual amenity values
Neutral (benign):	The activity would be consistent with (or blend in with) the scale, landform and pattern of the landscape maintaining existing landscape and / or visual amenity values
Beneficial (positive):	The activity would enhance the landscape and / or visual amenity through removal or restoration of existing degraded landscape activities and / or addition of positive elements or features

Table 3: Determining the Nature of Effects

Cumulative Effects

This can include effects of the same type of development (e.g. bridges) or the combined effect of all past, present and approved future development[10] of varying types, taking account of both the permitted baseline and receiving environment. Cumulative effects can also be positive, negative or benign.

Cumulative Landscape Effects

Cumulative landscape effects can include additional or combined changes in components of the landscape and changes in the overall landscape character. The extent within which cumulative landscape effects are assessed can cover the entire landscape character area within which the proposal is located, or alternatively, the zone of visual influence from which the proposal can be observed.

Cumulative Visual Effects

Cumulative visual effects can occur in combination (seen together in the same view), in succession (where the observer needs to turn their head) or sequentially (with a time lapse between instances where proposals are visible when moving through a landscape). Further visualisations may be required to indicate the change in view compared with the appearance of the project on its own.

Determining the nature and level of cumulative landscape and visual effects should adopt the same approach as the project assessment in describing both the nature of the viewing audience and magnitude of change leading to a final judgement. Mitigation may require broader consideration which may extend beyond the geographical extent of the project being assessed.

Determining the Overall Level of Effects

The landscape and visual effects assessment conclude with an overall assessment of the likely level of landscape and visual effects. This step also takes account of the nature of effects and the effectiveness of any proposed mitigation.

This step informs an overall judgement identifying what level of effects are likely to be generated as indicated in **Table 4** below. This table which can be used to guide the level of natural character, landscape and visual effects uses an adapted seven-point scale derived from Te Tangi A Te Manu.

[10] The life of the statutory planning document or unimplemented resource consents.

Effect Rating	Use and Definition
Very High:	Total loss of key elements / features / characteristics, i.e. amounts to a complete change of landscape character and in views.
High:	Major modification or loss of most key elements / features / characteristics, i.e. little of the pre-development landscape character remains and a major change in views. *Concise Oxford English Dictionary Definition* *High: adjective- Great in amount, value, size, or intensity.*
Moderate- High:	Modifications of several key elements / features / characteristics of the baseline, i.e. the pre-development landscape character remains evident but materially changed and prominent in views.
Moderate:	Partial loss of or modification to key elements / features / characteristics of the baseline, i.e. new elements may be prominent in views but not necessarily uncharacteristic within the receiving landscape. *Concise Oxford English Dictionary Definition* *Moderate: adjective- average in amount, intensity, quality or degree*
Low – Moderate:	Minor loss of or modification to one or more key elements / features / characteristics, i.e. new elements are not prominent within views or uncharacteristic within the receiving landscape.
Low:	Little material loss of or modification to key elements / features / characteristics. i.e. modification or change is not uncharacteristic or prominent in views and absorbed within the receiving landscape. *Concise Oxford English Dictionary Definition* *Low: adjective- **1.** Below average in amount, extent, or intensity.*
Very Low:	Negligible loss of or modification to key elements/ features/ characteristics of the baseline, i.e. approximating a 'no change' situation and a negligible change in views.

Table 4: Determining the overall level of landscape and visual effects

Appendix 2: Landscape Management Plan, Te Puna Business Park, 12th May 2022

About Boffa Miskell

Boffa Miskell is a leading New Zealand professional services consultancy with offices in Whangarei, Auckland, Hamilton, Tauranga, Wellington, Nelson, Christchurch, Dunedin, and Queenstown. We work with a wide range of local and international private and public sector clients in the areas of planning, urban design, landscape architecture, landscape planning, ecology, biosecurity, cultural heritage, graphics and mapping. Over the past four decades we have built a reputation for professionalism, innovation and excellence. During this time we have been associated with a significant number of projects that have shaped New Zealand's environment.

DRAFT

Boffa Miskell

TE PUNA STATION ROAD LMP

GRAPHIC SUPPLEMENT

5 DECEMBER 2022

Te Puna Station Road LMP

Contents

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0 50 m

1:2,000 @ A3

DRAFT

Data Sources: Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors, Esri Community Maps Contributors, LINZ, Esri, HERE, Garmin, Foursquare, METI/NASA, USGS

Projection: NZGD 2000 New Zealand Transverse Mercator

LEGEND

- Site
- Parcel
- Railway

Elevation (MASL NZVD2016)

72.5

-0.56

245 TE PUNA STATION ROAD

Site Location Plan - Detail

Date: 05 December 2022 | Revision: 0

Plan prepared for Tinex Group Limited by Boffa Miskell Limited

Project Manager: Oliver.May@boffamiskell.co.nz | Drawn: JWa | Checked: OMa

Map 1

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0 250 m

1:8,000 @ A3

DRAFT

Data Sources: Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors, Esri Community Maps Contributors, LINZ, Esri, HERE, Garmin, Foursquare, METI/NASA, USGS

Projection: NZGD 2000 New Zealand Transverse Mercator

LEGEND

- Site
- Parcel
- Railway

Elevation (MASL NZVD2016)

72.5

-0.56

245 TE PUNA STATION ROAD

Site Location Plan - Context

Date: 07 December 2022 | Revision: 0

Plan prepared for Tinex Group Limited by Boffa Miskell Limited

Project Manager: Oliver.May@boffamiskell.co.nz | Drawn: JWa | Checked: OMa

Map 2

File Ref: BM211084 aprx / BM211084_ViewpointLocationPlan_A3L

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0 250 m

1:8,000 @ A3

DRAFT

Data Sources: Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors, Esri Community Maps Contributors, LINZ, Esri, HERE, Garmin, Foursquare, METI/NASA, USGS

Projection: NZGD 2000 New Zealand Transverse Mercator

LEGEND

Photo Viewpoint

Site

Railway

Parcel

245 TE PUNA STATION ROAD

Viewpoint Location Plan

Date: 07 December 2022 | Revision: 0

Plan prepared for Tinex Group Limited by Boffa Miskell Limited

Project Manager: Oliver.May@boffamiskell.co.nz | Drawn: JWa | Checked: OMa

Map 3

Boffa Miskell

www.boffamiskell.co.nz

Viewpoint Details

Easting (NZTM2000)	: 1871057 m
Northing (NZTM2000)	: 5824358 m
Elevation (NZVD2016)	: 31.3 m

Horizontal Field of View	: 40°
Vertical Field of View	: 27°
Projection	: NA
Image Reading Distance @ A3 is 52.7 cm	

TE PUNA STATION ROAD LMP

View east from 86 Te Puna Road

Date: 5 December 2022 Revision: 0

Plan prepared for Tinex Group Limited by Boffa Miskell Limited

Project Manager: Oliver.May@boffamiskell.co.nz | Drawn: JWa | Checked: OMa

VP1

Boffa Miskell

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Viewpoint Details

Easting (NZTM2000)	: 1871333 m
Northing (NZTM2000)	: 5825007 m
Elevation (NZVD2016)	: 3.5 m

Horizontal Field of View	: 40°
Vertical Field of View	: 27°
Projection	: NA
Image Reading Distance @ A3 is 52.7 cm	

TE PUNA STATION ROAD LMP

View east along Te Puna Station Road

Date: 5 December 2022 Revision: 0

Plan prepared for Tinex Group Limited by Boffa Miskell Limited

Project Manager: Oliver.May@boffamiskell.co.nz | Drawn: JWa | Checked: OMa

VP2

Boffa Miskell

www.boffamiskell.co.nz

Viewpoint Details

Easting (NZTM2000)	: 1872308 m
Northing (NZTM2000)	: 5824697 m
Elevation (NZVD2016)	: 2.8 m

Horizontal Field of View	: 40°
Vertical Field of View	: 27°
Projection	: NA
Image Reading Distance @ A3 is 52.7 cm	

TE PUNA STATION ROAD LMP

View south from outside 42 Teihana Road

Date: 5 December 2022 Revision: 0

Plan prepared for Tinex Group Limited by Boffa Miskell Limited

Project Manager: Oliver.May@boffamiskell.co.nz | Drawn: JWa | Checked: OMa

VP3

Boffa Miskell

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Viewpoint Details

Easting (NZTM2000)	: 1872552 m
Northing (NZTM2000)	: 5824540 m
Elevation (NZVD2016)	: 2.0 m

Horizontal Field of View	: 40°
Vertical Field of View	: 27°
Projection	: NA
Image Reading Distance @ A3 is 52.7 cm	

TE PUNA STATION ROAD LMP

View west along Te Puna Station Road

Date: 5 December 2022 Revision: 0

Plan prepared for Tinex Group Limited by Boffa Miskell Limited

Project Manager: Oliver.May@boffamiskell.co.nz | Drawn: JWa | Checked: OMa

VP4

Boffa Miskell

www.boffamiskell.co.nz

Viewpoint Details

Easting (NZTM2000)	: 1872098 m
Northing (NZTM2000)	: 5824117 m
Elevation (NZVD2016)	: 28.8 m

Horizontal Field of View	: 40°
Vertical Field of View	: 27°
Projection	: NA
Image Reading Distance @ A3 is 52.7 cm	

TE PUNA STATION ROAD LMP

View north from Clarke Road

Date: 5 December 2022 Revision: 0

Plan prepared for Tinex Group Limited by Boffa Miskell Limited

Project Manager: Oliver.May@boffamiskell.co.nz | Drawn: JWa | Checked: OMa

VP5

About Boffa Miskell

Boffa Miskell is a leading New Zealand professional services consultancy with offices in Auckland, Hamilton, Tauranga, Wellington, Christchurch, Dunedin and Queenstown. We work with a wide range of local and international private and public sector clients in the areas of planning, urban design, landscape architecture, landscape planning, ecology, biosecurity, cultural heritage, graphics and mapping. Over the past four decades we have built a reputation for professionalism, innovation and excellence. During this time we have been associated with a significant number of projects that have shaped New Zealand's environment.

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Appendix G
Acoustic Assessment

Styles Group
Acoustics & Vibration Consultants

ASSESSMENT OF NOISE EFFECTS

TE PUNA INDUSTRIAL ZONE ACTIVITIES
245 TE PUNA STATION ROAD, TE PUNA

PREPARED FOR

Barry Daniel

DATE

8 September 2022

Assessment prepared by Styles Group for Barry Daniel.

REVISION HISTORY

Rev:	Date:	Comment:	Version:	Prepared by:	Reviewed by:
1	18/02/21		Draft	Kelly Leemeyer, MASNZ Consultant Styles Group	Jamie Exeter, MASNZ, Assoc. NZPI Senior Consultant Styles Group
2	19/02/21		Final Draft		
3	8/09/22	Minor updates, updated site layout.	Final		

Table of contents

Appendices

Executive summary

Styles Group has assessed the potential noise effects from the existing and proposed activities on the Site in the Te Puna Industrial Zone at 245 Te Puna Station Road. Resource consent is sought to continue the current activities and establish additional activities within the Site over time. This report has been prepared to accompany the resource consent application and Assessment of Environmental Effects for the proposal.

We have prepared noise level predictions for the current activities using computer noise modelling software. The reference sound power levels used in our calculations are derived from measurements undertaken by Styles Group on site and the DEFRA *Noise Database for Prediction of Noise on Construction Sites and Open Sites*.

Our assessment demonstrates that the noise emissions from the current activities on the Site comply with the permitted noise limits at the notional boundary of all surrounding sites.

It is our opinion that the physical and management-based noise mitigation measures included as part of the application (and offered as conditions of consent) will enable continued compliance with the permitted noise limits when additional activities are established within the Site.

We have recommended conditions of consent based on our findings.

1.0 Introduction

Barry Daniel has engaged Styles Group to undertake an acoustic assessment of the potential noise effects arising from activities on the site at 245 Te Puna Station Road, Te Puna (the Site). The Site is in the Te Puna Industrial Zone. Resource consent is sought to continue the current activities on the Site and establish additional activities within the Site over time.

This report sets out an assessment of the proposal from an acoustics perspective, including:

i. Noise level predictions of the existing activities, prepared using Brüel & Kjær Predictor computer noise modelling software

ii. An assessment of the noise levels in accordance with the Western Bay of Plenty District Plan (The District Plan) and the relevant New Zealand acoustics standards

iii. Recommended noise management measures and conditions of consent based on our findings.

Our assessment is based on our understanding of the proposal following a site visit, attended measurements of the current activities and discussions with the project team. This report should be read in conjunction with the application site plans and the Assessment of Environmental Effects. A glossary of acoustical terms used within this document is attached as Appendix A.

2.0 The proposal

Resource consent is sought to continue the current activities on the Site and establish additional activities within the Site over time.

The existing activities operate in the eastern area of the Site and include a concrete storage and crushing yard, a tyre disposal yard, a storage yard for removal houses and a storage yard for imported swimming pools.

The concrete storage and crushing yard operate only as required throughout the year. Typically crushing takes place for 3-4 weeks and then will not happen again for several months. It does not operate every day. When operating, the yard uses a crusher, an excavator to load the crusher and a wheeled loader to stockpile crushed material. When required, trucks will come to site to remove the material.

The tyre disposal yard is used to store tyres. Tyres are sometimes bundled up to be removed from the Site using up to 2 forklifts. Tyres are removed from the Site periodically on trucks.

The storage yard is used to store re-locatable buildings. The buildings are brought to the Site by a truck and parked for long periods of time. Truck movements to and from this part of the Site are infrequent.

The yard where swimming pools are stored involves infrequent truck movements to and from site.

The applicant proposes to continue these activities on site and to add a range of other activities to the vacant parts of the Site over time. Future uses are anticipated to include activities permitted in the zone, such as truck yards and a nursery. The activities on the Site will continue to evolve as tenants change.

The layout of the Site is shown in Figure 1 below.

Figure 1: Site layout

3.0 The Site and surrounding environment

The Site (shaded red) and the closest surrounding sites are shown in Figure 2 below. The East Coast Main Trunk line runs along the northern side of Te Puna Station Road opposite the Site.

Figure 2: Map showing the Site (shaded red) and surrounding sites

3.1 Zoning

The zoning of the Site and the surrounding sites are shown in Figure 3 below. The Site and sites to the west are zoned *Industrial* and are identified in Appendix 7 of the District Plan as the *Te Puna Business Park.* The surrounding sites to the south and east are zoned *Rural.*

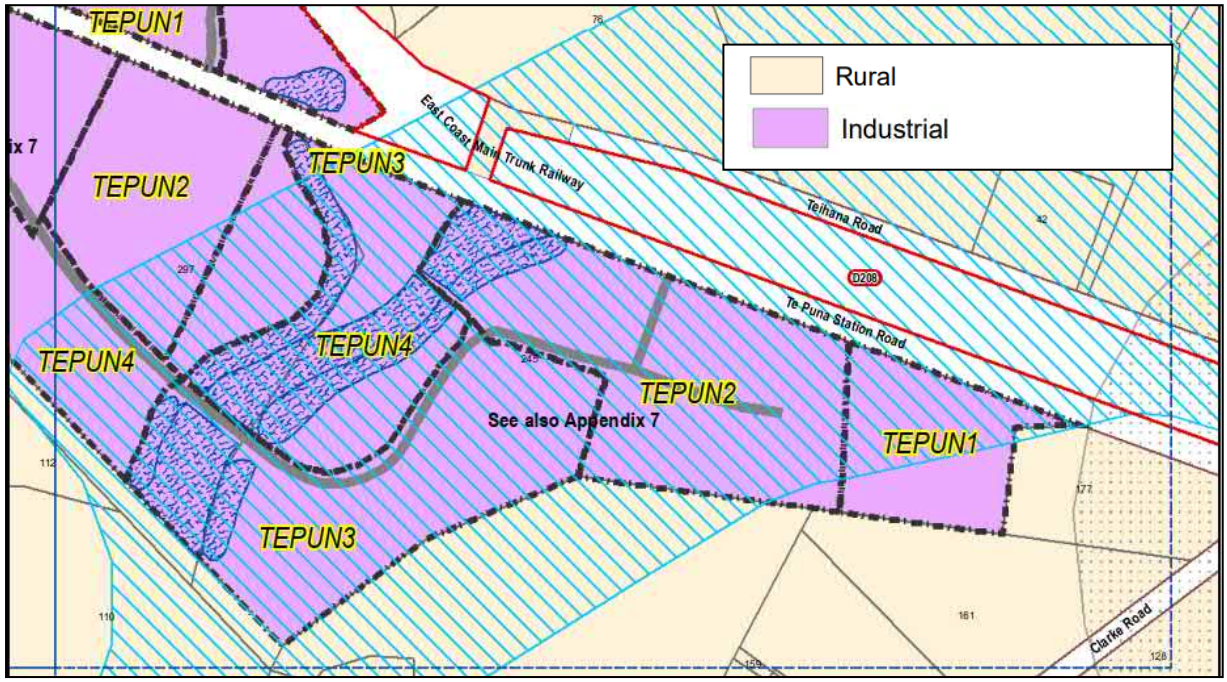

Figure 3: WBOP District Plan zoning map of the site and surrounding sites

4.0 Noise standards applying to the proposal

This section sets out the framework for the management of noise effects under the Western Bay of Plenty District Plan and the Act and the relevant New Zealand acoustics standards for the measurement and assessment of noise.

4.1 Western Bay of Plenty District Plan

Standard 4C.1.3 sets out the performance standards for the measurement and assessment of noise at the surrounding *Rural Zone* and *Industrial Zone* sites:

4C.1.3.2 Noise Limits

(b) Noise limits for activities in Industrial and Commercial Zones

(i) All activities located within Industrial and Commercial Zones shall be so conducted as to ensure that noise from the site shall not exceed the following noise limits within the stated timeframes at any point within the notional boundary of any dwelling in a Rural Zone or Rural-Residential Zone, nor at any point within the boundary of any property within a Residential or Future Urban Zone:

Time period		Sound Level Not to be Exceeded	
Day	Hours	L_{Aeq}	L_{Amax}
Monday to Saturday	6am to 10pm	55dB	N/A
Sunday and Public Holidays	9am to 6pm	55dB	N/A
At all other times		45dB	70dB

(ii) All activities located within Industrial Zones (excluding emergency service sirens) shall be so conducted as to ensure that noise from the site shall not exceed the following noise limits within the stated timeframes at any point within the boundary of any other property within an Industrial Zone:

Time period	Sound Level Not to be Exceeded	
	L_{Aeq}	L_{Amax}
Daytime 7am-10pm	65dB	N/A
Night time 10pm-7am	65dB	85dB

4C.1.3.4 Noise Measurement and Assessment

a) For the purposes of Rule 4C.1.3.2, subject to the express provisions of these rules, sound levels should be measured in accordance with the requirements of NZS 6801:2008 Measurement of Environmental Sound, and assessed in accordance with the requirements of NZS6802:2008 Assessment of Environmental Sound;

b) The noise shall be measured with a sound level meter complying with the International Standard IEC 651 (1979): Sound Level Meters, Type 1.

Explanatory note:

> Council may require any Discretionary or Non-Complying resource consent application in any zone to provide as part of the resource consent documentation evidence from an appropriately qualified independent person that the proposal shall comply with the District Plan noise levels for the site. Council shall consider the noise insulation methods associated with the use of generators, fans, blowers, refrigeration equipment, forklifts, outdoor loading operations, and any activity that operates between 7.00pm and 7.00am.

The permitted noise limits for noise emissions from the Site can be summarised as:

- 55 dB L_{Aeq} during the day and 45 dB L_{Aeq} and 70 dB L_{Amax} during the night for noise received at any notional boundary in the Rural Zone (noting the shorter daytime period on Sundays)
- 65 dB L_{Aeq} during the day and 65 dB L_{Aeq} and 85 dB L_{Amax} during the night for noise received at any other site in the Industrial Zone.

In accordance with Rule 4C.1.3.4 (a), all noise must be measured and assessed in accordance with NZS 6801:2008 *Acoustics – Measurement of environmental sound* and NZS 6802:2008 *Acoustics – Environmental noise*.

4.2 New Zealand acoustics standards

All measurement and assessment of noise has been undertaken in accordance with the requirements of NZS 6801 and NZS 6802. Further discussion on the application of NZS 6802:2008 to our assessment is set out below.

4.2.1 NZS 6802:2008 Special audible characteristics

Section 6.3 of NZS 6802:2008 states that where the sound being assessed has a distinctive character which may affect its subjective acceptability (for example, it is noticeably impulsive or tonal), the representative sound level shall be adjusted to take this into account.

It is our opinion that an adjustment for special audible characteristics is not required for any of the activities currently being undertaken on site.

4.2.2 NZS 6802:2008 Duration adjustment

Section 6.4 of NZS 6802:2008 states that if a sound is not present all of the time it is likely to create lesser annoyance than the same sound if it were continuously present. The Standard recommends that an adjustment of up to -5 dB shall be applied to the representative sound level to take this into account. The more the sound under investigation is present, the less the duration adjustment value is. If a sound is continuous then no duration adjustment is warranted. Because of the importance of protecting sleep, no adjustment is allowed during a prescribed time frame defined in a consent condition, rule or national environmental standard as night-time.

The duration adjustment applied to this application is discussed further in this report.

5.0 Site visit and noise measurements of concrete crushing yard

A site visit and noise measurements were undertaken on 29 January 2021 to investigate the site layout and the plant operating in the concrete storage and crushing yard.

Noise measurements were performed in accordance with NZS 6801:2008 using a Brüel & Kjær 2250 Type 1 sound level meter at 12 m and 15 m from the concrete crusher. Serial numbers and calibration details for the sound level meter are available on request. Meteorological conditions during the measurements were calm with cloud cover of approximately 1 - 2 octas.

The ground between the noise source and the measurement position was predominantly porous material.

Noise measurements were undertaken during concrete crushing operations. A 20t excavator positioned on a stockpile of concrete was loading the concrete crusher. A wheeled loader was removing crushed material and stockpiling it at approximately 20m from the concrete crusher. The results of the noise measurements are displayed in Table 1. These have been used to calibrate our noise model.

Table 1: Noise measurements of concrete crusher

Noise sources operating	Distance to noise source	Noise level L_{Aeq}
20t excavator, concrete crusher and wheeled loader	12 m	78 dB

It was not possible to undertake residual noise measurements during the site visit. There was machinery operating on the neighbouring site to the east, including reversing squawkers which were clearly audible at the site and very frequent. At the western end of the Site there were road works, including a speed reduction zone of 30 km/hr for the length of Te Puna Station Road in front of the site.

By observation, at the time of our site visit (late morning – early afternoon) there was not a high volume of traffic travelling on Te Puna Station Road. We understand Te Puna Station Road is a local road according to *Section 4B – Transportation Access Parking* of the District Plan.

6.0 Noise mitigation

A number of physical noise mitigation and management measures have been implemented on the Site and form part of the application. The mitigation provided by these measures has been included in our calculation of the noise emissions from the Site and our assessment of the potential noise effects arising from the activity. We have set out the noise mitigation measures below.

The noise mitigation measures that have been implemented on site are set out below:

i. Existing 2 – 3 m high earth bunds on the Site serve as acoustic barriers by screening the neighbouring sites from the activity. These are identified in the site plan in Figure 1. Our noise modelling is based on a 2.5 m high earth bund along the southern and eastern boundaries (shared with 161 Clarke Road and 177 Te Puna Station Road respectively) and a 2 m high earth bund along the northern road front boundary.

ii. The crusher will only be used at ground level (not on any stockpiles) and will be screened from the surrounding sites by materials on site and the abovementioned earth bunds.

iii. Excavators will be operated with care not to create excessive noise (e.g. dropping materials from height into empty bins or trailers).

iv. Tailgates on trucks will be operated with care not to create excessive noise (slamming).

v. Any mobile plant, such as excavators, will be fitted with a broadband reversing alarm. The use of tonal reversing alarms (beepers) will be prohibited

vi. A Noise Management Plan (NMP) will be prepared to enable appropriate management of the operational noise levels associated with existing and future activities on the Site. The objective of this NMP is to ensure cumulative noise levels from all noise sources on the Site comply with the permitted noise limits at the nearest receivers. A draft version of the NMP been prepared. This addresses mitigation measures to manage noise levels between leased areas/ sublots within the Site.

7.0 Noise modelling and predictions

We have undertaken a combination of noise measurements and predictions to understand the spatial propagation of noise levels across and beyond the Site. Noise level predictions have been undertaken using noise modelling software. This methodology enables the accurate prediction of noise levels across large areas of land, at multiple receivers and under a wide range of meteorological and operational conditions. The computer noise model is three-dimensional and takes into account the topography, buildings, ground coverage, physical attributes of the sound sources and receivers and many other factors.

We have used Brüel & Kjær Predictor computer noise modelling software to prepare the noise level predictions, based on the International Standards ISO 9613-1/2 *Acoustics – Attenuation of sound during propagation outdoors*. The calculations assume meteorological conditions that slightly enhance propagation in all directions in accordance with NZS 6801:2008. The Brüel & Kjær Predictor software is globally recognised and has been successfully implemented on a large number of projects throughout New Zealand.

This section sets out the information that has been used in the project noise model. This includes the noise sources, cadastral data, physical mitigation measures, model input

parameters and any calculation adjustments applied to the predicted noise levels in accordance with the relevant New Zealand acoustics standards.

7.1 Reference noise levels

The reference sound power levels used in our calculations are derived from measurements undertaken by Styles Group on site and the DEFRA Noise Database for Prediction of Noise on Construction Sites and Open Sites.

Our reference sound power levels are based on typical plant and operations. Good plant selection, regular maintenance, and experienced operators can further reduce noise emissions.

A sound power level of 110 dB L_{WA} has been used for the concrete crusher. A sound power level of 98 dB L_{WA} has been used for a 20t excavator loading / unloading trucks and moving concrete around the recycling area. A sound power level of 94 dB L_{WA} has been used for the wheeled loader.

A sound power level of 99 dB L_{WA} has been used for the forklifts operating on the tyre disposal site.

We have assumed 9 hours of concrete crushing operations (including use of the excavator and wheeled loader) between 6 am and 10 pm. We have assumed there could be 1 truck accessing the concrete storage and crushing yard, tyre disposal yard and swimming pool yard all in the same 15 minute period. This allows for a worst-case scenario when calculating a representative $L_{Aeq\ (15\ min)}$ noise level for the activity on site in accordance with NZS 6802:2008.

Noise levels from trucks accessing the house removal yard have been represented in a separate noise model over the night time period.

7.2 Noise model parameters

Terrain contours were imported from the Land Information New Zealand site. The topographical contours encompass the entire site and a large area of the surrounding land. We have ensured the integrity of the noise model by careful scrutiny of the final three-dimensional model.

The input parameters for the noise model are set out in Table 2.

Table 2: Predictor noise model input parameters

Parameters/calculation settings	Details
Software	Brüel & Kjær Predictor V2020
Calculation method	ISO 9613.1/2
Meteorological parameters	Single value, C0 = 0

Parameters/calculation settings	Details
Ground attenuation over land	General method, ground factor: 0.9 Ground region (concrete crushing yard) 0.7
Air temperature	293.15 K
Atmospheric pressure	101.33k Pa
Air humidity	60%

7.3 Noise rating level calculation adjustments

A duration adjustment has been applied to our daytime noise level calculations to derive a noise rating level in accordance with NZS 6802:2008 for comparison with the permitted noise limits.

The noise sources on site may be present for up to 9 hours per day between 6 am and 10 pm. In accordance with Table 2 of NZS 6802:2008 a -2 dB adjustment has been made for a sound that is present less than 60% of the prescribed timeframe.

We have not applied any duration adjustment to noise levels over the night time period.

7.4 Noise rating level predictions

The predicted noise rating levels are displayed in Table 3 and Table 4. The daytime noise rating level contours are provided in Appendix B to illustrate the extent of the noise across the surrounding environment. The predicted noise rating levels are measured at the notional boundary.

The noise rating level includes a duration correction between 06:00 and 22:00 in accordance with Clause 6.4 *Duration* of NZS 6802:2008. No adjustment has been made to any of the noise sources for special audible characteristics.

Any site not specifically referenced in Table 3 or Table 4 is separated further from the proposed activity than those listed. The noise rating level received at the more distant sites will therefore be lower and will readily comply with the permitted noise limit.

Table 3: Predicted noise rating levels 6 am to 10 pm

Address	Predicted noise rating level (dB L_{Aeq})	The District Plan permitted noise limit
177 Te Puna Station Road	52 dB	55 dB L_{Aeq}
161 Clarke Road	53 dB	55 dB L_{Aeq}
42 Teihana Road	51 dB	55 dB L_{Aeq}

Table 4: Predicted noise rating levels 10 pm to 6 am

Address	Predicted noise rating level (dB L_{Aeq})	The Plan permitted noise limit
177 Te Puna Station Road	23 dB	45 dB L_{Aeq}
161 Clarke Road	29 dB	45 dB L_{Aeq}
42 Teihana Road	26 dB	45 dB L_{Aeq}

The noise rating levels displayed in Table 3 and Table 4 demonstrate that the current operations on the Site are compliant with the permitted noise limits at all surrounding sites, during all prescribed timeframes.

8.0 Assessment of noise effects

The noise emissions from the current activities on the Site comply with the permitted noise limits at the notional boundary of all surrounding sites.

It is our opinion that the physical and management-based noise mitigation measures included as part of the application (and offered as conditions of consent) will enable continued compliance with the permitted noise limits when additional activities are established within the Site. These measures will ensure that the noise emissions from the Site will continue to comply with the noise levels anticipated and provided for by the District Plan.

9.0 Recommended conditions of consent

We recommend the following conditions of consent are imposed. These are in addition to the standard condition requiring compliance with the application documents as lodged (including this report) and based on compliance with the permitted noise limits in The Plan.

1. The existing earth bunds shall be maintained along the northern, eastern and southern site boundaries at all times. The heights, specifications and locations of the constructed bunds must be in accordance with the application site plans and the acoustic assessment lodged with the application (prepared by Styles Group Acoustics & Vibration Consultants, dated 8 September 2022)

2. Prior to the addition of any further activities on the Site, the consent holder shall prepare and implement a Noise Management Plan (NMP). The objective of the NMP is to set out any noise mitigation measures required to ensure that the cumulative noise emissions from all activities on site do not exceed the Western Bay of Plenty District Plan permitted noise standards. The NMP shall include, as a minimum, any required management measures or restrictions and the

specifications and a maintenance plan for any required physical noise mitigation measures.

10.0 Conclusion

Styles Group has assessed the potential noise effects from the activities at 245 Te Puna Station Road. Resource consent is sought to continue the current activities on the Site and establish additional activities over time.

The noise measurements and noise modelling we have undertaken demonstrate that the noise emissions from the current activities on the Site comply with the permitted noise limits at the notional boundaries of all surrounding sites.

It is our opinion that the physical and management-based noise mitigation measures included as part of the application (and offered as conditions of consent) will enable continued compliance with the permitted noise limits when additional activities are established.

We have recommended conditions of consent based on our findings.

Appendix A Glossary of terms

Noise	A sound which serves little or no purpose for the exposed persons and is commonly described as 'unwanted sound'. The definition of noise includes vibration under the Resource Management Act.
dB (decibel)	The basic measurement unit of sound. The logarithmic unit used to describe the ratio between the measured sound pressure level and a reference level of 20 micropascals (0 dB).
A-weighting	A frequency filter applied to the full audio range (20 Hz to 20 kHz) to approximate the response of the human ear at lower sound pressure levels.
Ambient noise	Ambient noise is the total of all noise within a given environment, comprising a composite of sounds from sources near and far.
$L_{Aeq(t)}$ (dB)	The A-weighted equivalent sound pressure level with the same energy content as the measured varying acoustic signal over a sample period (t). The preferred metric for sound levels that vary over time because it takes into account the total sound energy over the time period of interest.
L_{AFmax} (dB)	The maximum A-weighted sound pressure level recorded during the measurement period using a fast time-weighting response.
L_{WA} (dB)	Sound power level (LWA) is the acoustical energy emitted by a sound source. It is an absolute value and is not affected by distance or the environment. The LWA is used in computer noise modelling to calculate the sound pressure level (e.g. LAeq) at a given distance.
Noise rating level	A derived noise level used for comparison with a noise limit.
Notional boundary	A line 20 metres from any side of a residential unit or other building used for a noise sensitive activity, or the legal boundary where this is closer to such a building.
NZS 6801:2008	N.Z. Standard NZS 6801:2008 Acoustics – Measurement of environmental sound.
NZS 6802:2008	N.Z. Standard NZS 6802:2008 Acoustics – Environmental noise.
NZS 6803:1999	N.Z. Standard NZS 6803:1999 Acoustics – Construction noise.
The Act	The Resource Management Act 1991.
s16	Section 16 of the Act states that "every occupier of land (including any premises and any coastal marine area), and every person carrying out an activity in, on, or under a water body or the coastal marine area, shall adopt the best practicable option to ensure that the emission of noise from that land or water does not exceed a reasonable level".
ISO 9613-1/2	International Standard ISO9613-1/2 Attenuation of sound during propagation outdoors

Appendix B Noise rating level contours

245 Te Puna Station Road - daytime
19 Feb 2021, 14:15

Industrial noise - ISO 9613.1/2, [version of Area - 245 Te Puna Station Road - daytime] , Predictor V2021 Licensed to Styles Group Acoustics & Vibrations Consultants, NZ

Styles Group Acoustics & Vibrations Consultants, NZ

Industrial noise - ISO 9613.1/2, [version of Area - 245 Te Puna Station Road - night time] , Predictor V2021 Licensed to Styles Group Acoustics & Vibrations Consultants, NZ

245 Te Puna Station Road - night time

Styles Group Acoustics & Vibrations Consultants, NZ

Appendix H

Stormwater Assessment

Memorandum

Stratum CONSULTANTS

To: **WBOPDC** **File No:** **423022-M-E-C100**
From: **Stephen Bos**
Date: **24 November 2022**

Subject: **TINEX Groups Limited – 245 Te Puna Station Road, Te Puna Stormwater Assessment of Existing Site Activities.**

Stratum have been requested to review the existing onsite activities and provide comment on the local stormwater effects resulting from these works continuing site.

It is initially noted in regard to the proposed overall site development that there are a number of measures that will need to be undertaken to fully mitigate stormwater development including the formation of additional swales, stormwater ponds and additional culverts and pipework. However, these works cannot be completed until the current Tinex Group Limited resource consent for earthworks is granted, as these works will exceed the permitted earthworks limits. In effect the full site mitigation will only be required once the site in fully utilised.

Based on site observations of the current site layout, it is considered that stormwater flows generated as a result of have the current users on site has minimal additional impact on the overall site stormwater generation, compared to the base measure of the activities not occurring and the site remaining exposed but in its current landform.

Further, these same activities currently occupy a discrete and limited area of the entire site. Whilst the house storage areas have additional impermeable surfaces (i.e. house roofs) the stormwater generated from these stored houses is not collected and discharges onto ground. From the discharge location, the flows disperse across the full site area such that mitigation of the additional flow is considered to occur prior to exiting the individual yard site.

As such it is considered that there is minimal effect over and above a permitted metalled yard area on the site. We confirm our opinion that if the activities were to be removed, there would be no appreciable benefit or reduction in stormwater effects.

Should you have any queries on the above please contact the undersigned

Yours faithfully
STRATUM CONSULTANTS LTD

Stephen Bos
Director
Civil Engineer
CMEngNZ, CPEng, BE (hons), NZCE