

APPENDIX B - NOTIFICATION DECISION



Te Kaunihera-ā-Rohe o Ngāmotu

**New Plymouth
District Council**

NOTIFICATION REPORT ON AN APPLICATION FOR A RESOURCE CONSENT AND CANCELLATION OF A CONSENT NOTICE

Application Number:	LUC25/48839 & SUB17/46785.02
Proposal:	Construction of a Bunnings Warehouse
Applicant:	Bunnings Limited
Site Address:	662 Devon Road, New Plymouth
Legal Description:	Lot 1 DP 509004 (RT 775834) and Lot 4 DP 509004 (RT 837990).
Owner(s):	Bunnings Limited
Zone:	General Industrial Zone
DP Overlays:	Volcanic Hazard Area, Site of Significance to Māori, Entrance Corridor, Nise Control Boundary, Waterbody Stormwater Flooding Area (Non District Plan layer). Rail Corridor Vibration Alert Area, Rail Corridor Noise Alert Area (information only)
Date Application Received:	29 July 2025
Activity Status:	Discretionary

1.0 DESCRIPTION OF PROPOSAL

- 1.1. Pursuant to Section 88 of the resource Management Act 1991 (the Act), Council has received an application for land use resource consent for the construction of a new Bunnings warehouse with a Gross Floor Area of 13,282.65m² along with associated parking, loading and access. Key elements of the proposal are appropriately described in Section 4 of the assessment of environmental effects (a.e.e.) which I adopt for the purposes of this report. It is noted that Revision 2 of the assessment of environmental effects submitted on 27 November 2025 supersedes that submitted with the original application. Revision 2 of the a.e.e. is relied upon for the purposes of this report.
- 1.2. The applicant also seeks to cancel Consent Notice 11204972.3 on the subject sites. Details of this consent notice are in the Site Description section of this report.
- 1.3. As part of the earthworks, disturbance of a piece of land identified as being potentially contaminated is proposed.
- 1.4. There are five vehicle access points proposed. These are referred to as Access Points 1 – 5 in this report. These access points are shown in Figure 1.

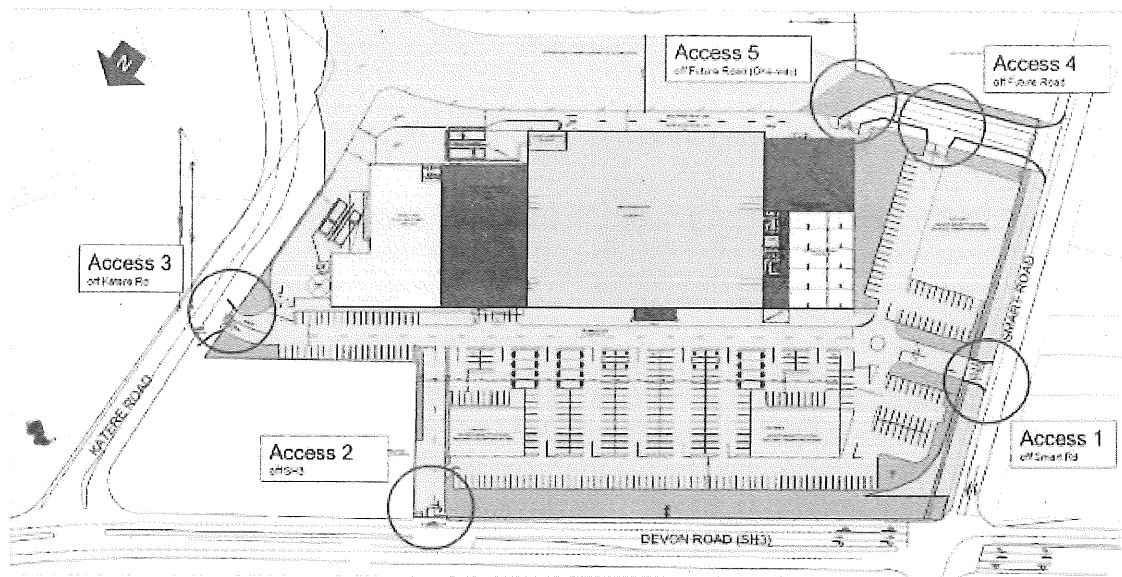


Figure 1: Site Layout

1.5. Since submission of the a.e.e, the applicant has agreed to additional conditions¹ after discussions with NZTA which are:

- Vehicles utilising Access Point 2 will be restricted to entry and left hand exit only
- Upgrading of the vehicle crossing at Access Point 2 which fronts Devon Road;
- Undertake a traffic safety review of Access Point 2, twelve months;
- Trimming of vegetation within lot 4 to achieve sightlines prior to commencement of the activity; and
- Provide correspondence to Council that works in the State Highway have been suitably undertaken prior to commencement of the activity.

2.0 SITE AND SURROUNDING AREA DESCRIPTION

2.1. Section 3 of the assessment of environmental effects supplied with the application accurately describes the proposal and I adopt this description.

Relevant Interests on the Record of Title

2.2. The subject site is held in two Record of Titles (RT). The applicant has volunteered a condition that the allotments in each of these RT's be amalgamated².

RT 775834

2.3. Lot 1 DP 509004 is a 7.1ha fee simple allotment. The details of the legal instruments that potentially may be of relevant for this report on this RT are:

- Interest 171538 declaring the adjoining portion of State Highway 3 to be a Limited Access Road. The applicant has engaged with NZTA which is addressed further later in this report.

¹ Email dated 20 February 2026 from Lisa Matson.

² Further Information response dated 27 November 2025.



- Right of Way Easement 454797.4 adjacent to the Devon Road Access is in favour of Lot 1 DP 19961 (674 & 676 Devon Road).
- Consent Notice 11204972.3 which has four conditions. The first three conditions relate to demolition work of buildings in proximity of the boundary shared with Lot 4 DP 509004. These works have been completed and therefore no further regard is required to be had to this. The fourth condition requires the owner of Lot 1 to also own Lot 4 DP 509004 and sell it to the Crown for roading purposes.
- Interest 11204972.5 is an Encumbrance to Ravensdown Limited. The Encumbrance relates to land remediation and manufacturing or storage of bulk fertiliser. No bulk fertiliser activities are part of this proposal and the land has been remediated which will be addressed later in this report.
- Interest 11929465.2 which is an appurtenant right of way over Area A identified on DP 555953 which is over Lot 2 DP 509004. There are limitations on the use of this right of way. The proposal does not involve the utilisation of this right of way and therefore no further regard is required to be had to this.
- Section 241(2) and 242(1) RMA Amalgamation of allotments affecting DP 461006. Both of the lots covered by this amalgamation will be re surveyed into Lot 3. The amalgamation condition can be cancelled as part of this consent.

2.6 Lot 4 DP 509004 is a 1888m² fee simple allotment. The details of the legal instruments that potentially may be of relevant for this report on this RT are:

- Interest 171538 declaring the adjoining portion of State Highway 3 to be a Limited Access Road. The applicant has engaged with NZTA which is addressed further later in this report.
- Right of Way Easement 454797.4 adjacent to the Devon Road Access is in favour of Lot 1 DP 19961 (674 & 676 Devon Road).
- Consent Notice 11204972.3 which has four conditions. The first three conditions relate to demolition work of buildings in proximity of the boundary shared with Lot 4 DP 509004. These works have been completed and therefore no further regard is required to be had to this. The fourth condition requires the owner of Lot 1 to also own Lot 4 DP 509004 and sell it to the Crown for roading purposes.
- Interest 11204972.5 is an Encumbrance to Ravensdown Limited. The Encumbrance relates to land remediation and manufacturing or storage of bulk fertiliser. No bulk fertiliser activities are part of this proposal and the land has been remediated which will be addressed later in this report.

2.4. Under the RMA, other than Consent Notice 11204972.3, none of these interests restrict the proposal from proceeding

History

- **Previous Uses:** The site used to be utilised as part of the Ravensdown Fertiliser works. This has been fully disestablished including building removal.



- **Relevant resource or building consents:** Landuse resource consent (LUC17/47175) was issued to establish and operate a Commercial and Retail Complex Development and Reformation of Parapara-iti Pā development on 3 April 2020. This included remediation of contaminated soils and earthworks. In regard to the contaminated site remediation most of the contaminated soil was removed from the site and a Site Validation Report³ (SVR) provided. There are four pieces of land within the site, which still are still identified as containing contaminants. The remainder of the consent has not been given effect to which it is noted had a lapse date of 20 April 2025. No extension of time has been issued⁴.

3.0 RELEVANT PLANNING PROVISIONS

Reasons for Consent

New Plymouth Part Operative District Plan (29 August 2025)

- 3.1. The Proposed District Plan became Part Operative on 29th August 2025. At this point of time, all rules under the Part Operative District Plan have either legal effect (pursuant to s86B of the Act) or are operative (as defined in S43AA of the Act). All rules which are relevant to the consideration of this proposal are operative.
- 3.2. The site is located within the General Industrial Zone and is within and/or affected by the following overlays:
 - Volcanic Hazard Area;
 - Entrance Corridor
 - Site of Significance to Māori Site ID 673: Te Pou Tutaki
 - Archaeological Site and Site of Significance to Māori Site ID 677: Aotere/Pararoa Pa (site is within 50m of the extent of the mapped Site)
 - Noise Control Boundary
 - Waterbody – River: Mangaone Stream 3 (Schedule 9 waterbody)
 - Stormwater Flooding Area which is a non-statutory layer.
- 3.3. The Roads adjoining the Site have the following hierarchy:
 - State Highway 3(Devon Road) is a State Highway – Limited;
 - Smart Road – Arterial
 - Katere Road – Collector
- 3.4. It is noted that the Rail Corridor Vibration and Noise Alert Areas are located along the southern side of the site but there are no provisions in the PODP for these.
- 3.5. An assessment of this proposal against the rules in the Part Operative District Plan has been completed and has identified the following rules which are relevant to this proposal:

³ Site Validation Report prepared by HGeo reference SVR Rev.3 dated 1 December 2023.

⁴ Section 125 of the Resource Management Act 1991.



GIZ - General Industrial Zone	
Activities Rules	
Land Use Activities	
GIZ-R6 Commercial service activities	
Activity status: DIS	Discretionary Building improvement centres are included in the definition of commercial service activities.
Building Activities	
GIZ-R17 Building activities (including relocation of a building)	
Activity status where compliance not achieved: RDIS	Restricted Discretionary
	The Building is not associated with a permitted activity.
Effects Standards	
GIZ-S1 Maximum structure height	The significant majority of the building will have a maximum height of 9.5m. Two small portions above the entrance way will project above the parapet by approximately an additional 1m.
1. Buildings: 12m above ground level. 2. All other structures: 15m above ground level.	Complies
GIZ-S2 Height in relation to boundary	
No part of any building shall project beyond the height to boundary plane from points 3m above a site boundary where that boundary adjoins a site in the following zones: 1. Commercial and Mixed Use Zones; 2. Residential Zones; 3. Open Space and Recreation Zones; 4. Rural Zones; 5. Special Purpose Zone - Hospital; or the 6. Special Purpose Zone - Māori Purpose.	Complies The Building will comply with this standard in relation to the boundaries shared with sites zoned Special purpose Zone - Māori Purpose and the Mixed Use Zone.
GIZ-S3 Minimum building and structure setbacks from a boundary	
1. From a road boundary: 5m.	Complies



	The Building will be set back more than 5m from all Road Boundaries.
2. From a side boundary: 8m where that boundary adjoins a site in the following zones: a. Commercial and Mixed Use Zones; b. Residential Zones; c. Open Space and Recreation Zones; d. Rural Zones; e. Special Purpose Zone - Hospital; or the f. Special Purpose Zone - Māori Purpose.	Complies The Building will be setback more than 8m from boundaries adjoining sites that are zoned Special Purpose Zone - Māori Purpose and Mixed Use Zone.
GIZ-S4 Landscaping requirements on a road boundary	
For all structures, carparking areas or yard areas that are visible from an adjoining road, the road boundary must be screened from the road with landscaping and planting that will, within two years after planting, reach a minimum height of 1m and, with the exception of vehicle crossings, be a minimum depth of 2m from the road boundary.	Does not comply The landscaping on the Katere Road frontage is proposed to be 1m in depth. All other 'frontage' planting will comply.
GIZ-S5 Landscaping requirements for the Oropuriri Specific Control Area	
In addition to GIZ-S4, for all structures, carparking areas or yard areas that are visible from the adjoining State Highway 3, the boundary adjoining State Highway 3 must be screened from the road by a: 1. 20m landscaping and planting strip that will, within at least two years after planting, reach a minimum height of 1m and a minimum width of 20m from the road boundary; and 2. not contain any buildings or structures within the landscaping and planting strip.	Not Applicable
GIZ-S6 Landscaping or fencing requirements on a side boundary	
	Does not comply



The side boundary of a site that adjoins a site zoned as Commercial and Mixed Use, Residential, Open Space and Recreation, Rural or Māori Purpose must: 1. be planted or landscaped with planting that will, within two years of planting, reach a minimum height of 2m and a minimum depth of at least 2m from the side boundary; or 2. be fenced with a solid, close-boarded enclosed fence made with a minimum height of 1.2m above ground level and a maximum height of 2m above ground level.	No landscaping or fencing is proposed on parts of the boundary adjoining 674 Devon Road which is zoned Mixed use.
GIZ-S7 Outdoor storage screening requirements	
Any outdoor storage area visible from an adjoining property or road must be screened from the property or road by: 1. planting or landscaping that will, within two years of planting, reach a minimum height of 2m and a minimum depth of at least 2m from the site boundary; or 2. a solid, close-boarded enclosed fence made with a minimum height of 1.2m above ground level and a maximum height of 2m above ground level.	Complies The applicant has stated that this will comply.
GIZ-S8 Minimum permeable surface area	
At least 20% of the site shall be planted in grass, vegetation or landscaped with permeable materials.	Complies Although no figure has been provided by the applicant, I am satisfied that given the large area of undeveloped area of the allotment which is not proposed to be developed in the south-eastern corner that the proposal will comply.



TRAN - Transport	
Activities Rules	
TRAN-R1 Roads and vehicle access points	
All zones	
Activity status where compliance not achieved: RDIS	Restricted Discretionary The proposal does not meet Effects Standard TRAN-S2.
TRAN-R9 High trip generator activities	
Town Centre Zone Local Centre Zone Commercial Zone Mixed Use Zone Large Format Retail Zone Residential Zones General Industrial Zone Open Space and Recreation Zones Special Purpose Zones Rural Zones	
Activity status where compliance not achieved: RDIS	Restricted Discretionary
	Commercial Service Activity
Where:	
1. For new activities: a. any of the activities listed in TRAN – Table 1 exceed the stated thresholds; and b. all Transport Effects Standards are complied with.	Complies
	The total Gross Floor Area of the Building is 13,282.65m ² which exceeds the threshold of 1000m ² .
TRAN-R10 Vehicle access points onto a state highway	
All zones	
Activity status: RDIS	Discretionary
Where: 1. an activity requires a new vehicle access point or an alteration or increase in the use of an existing vehicle access point onto a state highway; 2. traffic generation in relation to a site is less than 60 vehicle movements per day; and 3. all Transport Effects Standards are complied with.	More than 60 vehicle movements will occur over the Access Point 2 onto Devon Road.



Effects Standards	
Vehicle Access Points	
TRAN-S1 Design standards for vehicle access points onto a state highway that is not a limited access road	Not applicable Devon Road/State Highway 3 is a Limited Access Road.
TRAN-S2 Design standards for vehicle access points onto a local road, collector road or arterial road	
All zones	
All vehicle access points onto a local road, collector road or arterial road shall comply with:	
1. the design standards in TRAN - Table 4; and	Complies Of the three vehicle access points, two are not onto the State Highway and hence this provision applies to access points 1 & 3 which connect to Smart Road and Katere Drive respectively. Access 1 is onto Smart Road which is classified as an Arterial Road and has a posted legal speed limit of 50km/hr. The sight distance from Access 1 in both directions is in excess of 90m. It is noted that the applicant has identified this Access as being non-compliant due to the distance of the vehicle crossing to the intersection with Devon Road but I am satisfied this is not a non-compliance as the visibility meets the requirements of TRAN-Figure 2 and TRAN-Figure 3 relates to distance from intersections rather than sight distance. The minimum spacing requirement does not apply in this instance. Access 3 is onto Katere Road which is classified as a Collector Road and has a posted legal speed limit of 50km/hr. The sight distance from Access 3 in both directions is in excess of 90m. The minimum spacing requirement does not apply in this instance.
2. the design standards in TRAN - Figure 2 and TRAN - Figure 3.	Not Applicable



TRAN-S3 Vehicle access points	
All zones	
All new vehicle access points must comply with the standards set out in section 3 of Council's Land Development and Subdivision Infrastructure Standard Local Amendments.	Does not comply The wings on one of more of the Access Points including onto Katere Drive will be in excess of the width of 1000mm to accommodate truck manoeuvring.
TRAN-S4 Minimum distance between vehicle access points and transport corridor intersections	
All zones	
All vehicle access points shall comply with:	
1. the design standards in TRAN - Table 5; and	Complies Access 1 is required to have a minimum distance of 50m between it and any transport corridor intersection. Access 1 is 54m from the Devon Road intersection and approximately 200m to the Atiawa Street intersection which is the nearest to the south. Access 3 is required to have a minimum distance of 30m between it and any transport corridor intersection. Access 3 is approximately 90m from the Devon Road intersection and approximately 350m from the Hurlstone Drive to the south. This provision does not apply to State highways and hence Access 2 is not subject to this Effect Standard.
TRAN-S5 Maximum width of vehicle access points	
(3) All other zones	
9m	Complies All three vehicle access points will have a width of 9m.



TRAN-S6 Minimum sight distances at railway level crossings	
All zones	
1. As set out in TRAN - Figure 4 and TRAN - Figure 5; and 2. No obstruction shall be located such that it fails to comply with the railway level crossing approach sight triangles determined in accordance with TRAN - Figure 4 and TRAN - Figure 5.	Not Applicable The railway line crosses Smart Road to the south of the site but this is grade separated and hence does not constitute a level crossing.
Parking	
TRAN-S7 Minimum number of on-site vehicle parking spaces for people with disabilities	
All activities shall provide parking that complies with the number of provided spaces in TRAN - Table 6.	Complies 337 standard car parks are being provided which means that seven disability car parks are required. Eight disability car parks are being provided.
TRAN-S8 Minimum number of on-site bicycle parking spaces	
All zones	
All activities shall provide parking that complies TRAN - Table 7, except where existing bicycle parking facilities are located within 50m of the site.	Complies 36 bicycle parks are being provided.
TRAN-S9 Requirements for on-site vehicle parking areas - location and siting	Not Applicable This provision does not apply to activities in the General Industrial Zone.
City Centre Zone Town Centre Zone Local Centre Zone	
All car parking areas, if provided, must: 1. be located at the rear of the site; and 2. not be located between the road boundary and the front building line, regardless of whether the site has more than one road boundary. This standard does not apply to: 1. Activities accessed from a state highway.	Not Applicable



TRAN-S10 Requirements for on-site vehicle parking spaces - dimensions	
Where the vehicle dimensions are for a car, the required parking space(s) and parking area must: 1. not include any space for on-site queuing, tracking curve, manoeuvring, loading space, standing space or vehicle access point; and 2. meet the requirements specified for loading and standing space TRAN-S17 for vehicles of dimensions equal to or larger than a service vehicle.	Complies No car parking spaces will include the features in item (1). The car parks will meet the construction and formation requirements of TRAN-S17 namely being formed to an all-weather standard, maximum gradient of 1:20 and access to them will be sealed.
TRAN-S11 Minimum vehicle parking space and manoeuvring dimensions	
All activities must comply with the minimum vehicle parking space and manoeuvring dimensions in TRAN - Figure 6 in TRAN-S12 and the following requirements: 1. the two-way aisle width for parking bays at 90 degrees must be the greater of 5.5m for circulation or the manoeuvring aisle widths stated in TRAN - Figure 6 in TRAN-S10; 2. the two-way aisle width for parallel parking bays must be at least 3m wider than for one-way aisles; 3. where a parking space is located at the end of a blind aisle, an additional 1m clearance must be provided to allow vehicles to exit the aisle without reversing; and 4. where any parking space has a side directly next to a wall, support column or other obstacle, an additional 300mm width must be provided.	Complies All car parks are 90° angle with a dimension of 2.6m x 5.5m. The Aisle Depth will be a minimum of 7.2m. No parallel parking bays are proposed (requirement 2). The additional 1m clearance behind the minimum Aisle Width of 5.4m will be provided within the proposed Aisle Depth (requirement 3). No parks are directly adjoining the items listed in requirement 4.
TRAN-S12 Requirements for on-site vehicle parking spaces - construction and formation	
(3) Commercial and Mixed Use Zones General Industrial Zone Open Space and Recreation Zones Airport Zone Hospital Zone Port Zone Major Facility Zone	
3. For sites with four or more on-site vehicle parking spaces, where the site is not adjacent to a residential zone:	Complies The car parks will meet the construction and formation requirements of TRAN-S17 namely being formed to an all-weather standard,



- the area must be formed, to an all weather standard; and - the gradient of the parking area must be a maximum of 1:20; and - the area over which vehicles obtain access to the parking area must be sealed from the vehicle access point for 5m into the site.	maximum gradient of 1:20 and access to them will be sealed.
TRAN-S13 Requirements for on-site vehicle parking spaces - people with disabilities	
All zones	
Where vehicle parking space(s) for people with disabilities are required to be provided by TRAN-S7, the space(s) must be: - located on a level surface; and - clearly marked, designed and constructed in accordance with NZS 4121: 2001 Design for Access and Mobility - Buildings and Associated Facilities.	Does not comply The disability parks will be on a level surface. Manoeuvring from these spaces may be in the parking aisle and in the case of four of these, users will need to pass behind other parked cars. This may not meet the design requirements of NZS4121:2001.
TRAN-S14 Requirements for on-site bicycle parking spaces	
All zones	
Where bicycle parking space(s) are required to be provided by TRAN-S8, the space(s) must: - enable bicycles to be securely attached to an immovable object; - be located so as not to impede pedestrian movement; - be located as close as practicable to a building entrance or in a prominent location close to the entrance; and - include stands that support the bicycle frame and wheel.	Complies Bike hoops are to be provided in locations that will not impede pedestrian movement, are visually prominent being in the front norther side of the building and half of them are as close as practicable to the front main entrance.
Loading and Standing Spaces	
TRAN-S15 Minimum number of on-site loading and standing spaces	
All zones	
- One loading space must be provided per site; and - Where more than one service vehicle or bus will be on-site at any one time, one	Complies 300m of service lane is to be provided.



standing space must be provided per site for every service vehicle or bus on-site in addition to the loading space;

Except:

1. no loading or standing space(s) is required where an activity in the Commercial and Mixed Use Zones involves a service vehicle or bus and where on-site vehicle access from a road boundary is obtained solely across a defined pedestrian frontage.
2. no loading or standing space(s) is required for residential activities.
3. no loading or standing space(s) is required in relation to agriculture, pastoral / livestock farming, dairying and/or horticulture activities in the Rural Zones.

TRAN-S16 Requirements for on-site loading and standing spaces - design

All zones

1. Vehicle loading spaces must be designed to accommodate the typical design vehicle for the site.
2. At a minimum, every loading space must be designed to accommodate a 90th percentile two-axle truck in accordance with TRAN - Figure 8 and where articulated trucks and trailers or buses are to be used, the loading space(s) must be designed to accommodate these vehicles.
3. A loading space must be of a useable shape and comply with the following dimensions:
 - a. minimum width of 3.5m if adjacent to a kerb or 4.5m when adjacent to a wall;
 - b. minimum depth of 8m;
 - c. minimum height of 4.5m above ground or floor level.
4. The required loading space must not include any space used for on-site queuing, standing, parking or manoeuvring space, tracking curve, or vehicle access point; and
5. The required standing space must not include any space used for on-site queuing,

Complies

The loading spaces will meet the minimum requirements.



loading, parking or manoeuvring space, tracking curve, or vehicle access point.	
TRAN-S17 Requirements for on-site loading and standing spaces - construction and formation	
(3) Commercial and Mixed Use Zones General Industrial Zone Open Space and Recreation Zones Airport Zone Hospital Zone Port Zone Major Facility Zone	
- For sites with less than four loading or standing spaces on-site: - the surface must be formed to an all weather standard, with a maximum gradient of 1:20; and - the area over which vehicles obtain access to the parking area is sealed from the vehicle access point for 5m into the site; or - For sites with four or more loading or standing spaces on-site and where the site is adjacent to a residential zone: - the area must be formed, sealed, marked and drained, with a maximum gradient of 1:20; or - For sites with four or more loading or standing spaces on-site and where the site is not adjacent to a residential zone: - the area must be formed, to an all weather standard and; - the maximum gradient of the parking area shall be 1:20; and - the area over which vehicles obtain access to the parking area must be sealed from the vehicle access point for 5m into the site.	Complies The loading spaces will meet the construction and formation requirements namely being formed to an all-weather standard, maximum gradient of 1:20 and access to them will be sealed.
Driveways and Right of Ways	
TRAN-S18 Requirements for driveways - design	
All zones	
- Every parking, loading and standing space must have driveways and aisles for entry and exit of vehicles to and from the road, and for vehicle manoeuvring within the site. - Access and manoeuvring areas must accommodate the 85th percentile car	Does not comply Driveways and aisles are being provided to access all parking, loading and standing areas (1). These have been designed to accommodate a 85 percentile vehicle (2). The driveways are unencumbered (3). The wing walls for the Access Points including onto



tracking curves in TRAN - Figure 7 in TRAN-S10. 3. The required driveway must not include any space used for on-site parking, loading or standing space, or vehicle access point; 4. Where an activity or subdivision involves the creation of a vehicle access point, the formation of the vehicle access point must be compliant with TRAN-S4.	Katere Drive will be in excess of the width of 1000mm.
TRAN-S19 Requirements for driveways - construction and formation	
(2) Commercial and Mixed Use Zones General Industrial Zone Open Space and Recreation Zones Airport Zone Hospital Zone Port Zone Major Facility Zone	
All driveways must comply with the following standards: 1. Minimum width of the driveway: 3.5m; and 2. Maximum gradient of the driveway: 1:5; and 3. A passing bay(s) must be provided in compliance with Council's Land Development and Subdivision Infrastructure Standard Local Amendments where the driveway length is 50m or longer and is spaced at no more than 50m intervals; and 4. A turning area(s) must be provided in compliance with TRAN-S22 where the driveway length is 50m or longer.	Complies All driveways will have a minimum width of 7.2m and a gradient of less than 1:5 (1 & 2). The driveways are double width which means that they meet the passing bay requirement by default (3). All driveways in excess of 50m in length are able to be turned out of (4).
TRAN-S20 Requirements for right of ways - construction and formation	
All Zones	
All right of ways shall comply with the standards in TRAN-Table 8 and shall be formed in accordance with part 3.3.16 of Council's Land Development and Subdivision Infrastructure Standard Local Amendments.	Complies Rights of Way A & B is 14m in width with a formed width of 7.2m and a gradient of less than 1:5. The combined width of Rights of Way A & B is 28m and is formed and sealed. The right of way will be formed and sealed with stormwater control.



Manoeuvring Space	
TRAN-S21 Requirements for on-site manoeuvring space - provision	
All zones	
On-site manoeuvring spaces must be provided where: 1. a single vehicle access point serves four or more required parking spaces; 2. access to a site is obtained from a state highway, arterial road or collector road; or 3. a site has two tandem parking spaces which comply with TRAN-S13.	Complies On-site manoeuvring is being provided.
TRAN-S22 Requirements for on-site manoeuvring space - design	
All zones	
On-site manoeuvring spaces must comply with the following standards: 1. For vehicle(s) with dimensions that are less than a service vehicle, the required manoeuvring space must: a. not include any space used for on-site parking, queuing, loading or standing space, or vehicle access point; and b. meet the requirements of the relevant tracking curve specified in TRAN - Figure 7. 2. For vehicle(s) with dimensions that are equal or larger than a service vehicle, the required manoeuvring space must: a. not include any space used for on-site parking, queuing, loading or standing space, or vehicle access point; and b. meet the requirements of the relevant tracking curve specified in TRAN - Figure 9. This standard does not apply where: 1. The site has direct vehicle access to a service lane, right of way or driveway,	Complies On-site manoeuvring is being provided that meets the requirements of this Effects Standard.



which may be utilised instead of the required manoeuvring space.	
Queuing Space	
TRAN-S23 Requirements for on-site queuing space - provision and design	
All zones	
On-site queuing space must be provided when six or more, but 30 or less, parking, loading or standing spaces combined are provided on-site. On-site queuing lengths, measured from the commencement of the driveway at the site boundary, must comply with the following: 1. 6m into the site if the largest vehicle to visit the site is a car; or 2. 8m into the site if the largest vehicle to visit the site is a medium service vehicle; or 3. when the largest vehicle to service the site is greater than a medium service vehicle, then this vehicle must be able to be accommodated within the site.	Not Applicable Despite the Effects Standard not applying due to the number of car parks exceeding 30, the queuing spaces meet the prescribed dimensions.

SIGN - Signs	
Activities Rules	
SIGN-R4 Freestanding signs	
Activity status: PER Where: 1. other than where permitted by SIGN-R12, the sign is not for the purpose of third party advertising; and 2. the Sign Effects Standards are complied with.	Restricted Discretionary The single freestanding sign for the activity will not meet all Signs Effects Standards



Effects Standards	
SIGN-S1 Requirements for signs erected on or adjacent to a road or railway All signs erected on or adjacent to a road or railway must not: 1. project over the road or be located within a transport corridor; 2. obstruct the line of sight of any corner, bend, intersection or vehicle or rail crossing; 3. obstruct, obscure or impair the view of any traffic or railway sign or signal; 4. physically obstruct or impede traffic, trains or pedestrians; 5. resemble or be likely to be confused with any traffic sign or signal; and 6. contain any flashing or revolving lights.	Complies The free standing sign will be constructed in a manner which meets all of these requirements.
SIGN-S3 Requirements for freestanding signs (excluding temporary signs) On sites adjoining an entrance corridor: 1. the sign must be a minimum of 2.5m above any footpath; 2. the sign must be setback at least 0.5m from the kerb of a road or road boundary; 3. maximum number of signs per site: one; 4. maximum sign face area: 5m²; and 5. maximum sign height above ground level: 5m.	Does not comply There is no footpath in Devon Road adjoining the Site (1). The freestanding sign will be set back 0.5m from the Road (2). The face area of the sign will be 35m² and will have maximum height of 12m (3 & 4 respectively).
SIGN-S4 Maximum signage area for signs attached to buildings (excluding signs on heritage buildings listed in Schedule 1 and temporary signs) Maximum signage area: 20% of the area of each road-fronting building façade, provided the signs are attached for their full width and length to the road-fronting façade(s) of the building, or painted directly onto the road-fronting façade(s) of the building.	Complies I am satisfied that each of the respective faces of the building which face Roads, will have signage covering less than 20% of the respective façade area.



SIGN-S10 Maximum signage area for signs attached to buildings (excluding signs on heritage buildings listed in Schedule 1 and temporary signs) All signs within 10 horizontal metres of a road boundary must comply with the minimum lettering sizes in SIGN - Table 9.	Complies This provision only applies to the free-standing sign as it is the sole sign within 10m of the Road boundary. The adjoining portion of Devon Road has a posted speed limit of 60Km/hr. The lettering will exceed 200mm in height.
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NH - Natural Hazards	
Activities Rules	
NH-R10 Erection of buildings (excluding accessory buildings) and structures (including fences)	
Flood Plain Area Flood Detention Area/Spillway Stormwater Flooding Area	
Activity status: PER	Permitted
	No building work is to be undertaken within the Stormwater Flooding Area. It is noted that there are rules relating to earthworks within such areas.

SASM - Sites and Areas of Significance to Māori	
Activities Rules	
SASM-R8 Erection of a structure and associated earthworks within the extent of a scheduled site or area of significance to Māori, or within 50m of the extent of a <u>mapped SASM</u>	
Commercial and Mixed Use Zones Residential Zones	
Activity status: DIS	Discretionary
	The Building will be constructed within the extent of SASM 673 and within 50m of the extent of mapped SASM 677.
SASM-R14 Earthworks within the extent of a scheduled site or area of significance to Māori, or within 50m of the extent of a mapped SASM	
All zones	
Activity status: DIS	Discretionary



	Earthworks are to be taken within the extent of SASM673 and within 50m of the mapped extent of SASM 677.
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Archaeological Sites	
Activities Rules	
HH-R21 Erection of a structure and associated earthworks within the extent of a scheduled archaeological site, or within 50m of the extent of a mapped archaeological site	
All Zones	
Activity status: DIS	The Building will be constructed within 50m of Archaeological Site 677.
HH-R27 Earthworks within the extent of a scheduled archaeological site, or within 50m of the extent of a mapped archaeological site	
All Zones	
Activity status: DIS	Earthworks will be undertaken within Archaeological Site 677.

WB - Waterbodies	
Activities Rules	
WB-R1 Erection of a building on a site containing or adjoining a natural waterbody	
(2) Commercial and Mixed Use Zones Open Space and Recreation Zones Residential Zones General Industrial Zone Special Purpose Zones	
Activity status: PER	Permitted
	The Building will be set back more than 10m from the Mangaone Stream 3.
WB-R4 Earthworks on a site containing or adjoining a natural waterbody	
All Zones	
Activity status: PER	Permitted
	The earthworks will not be undertaken within the 10m setback of the Mangaone Stream 3.



ECOR- Entrance Corridors	
Activities Rules	
ECOR-R6 building activities (excluding demolition or removal of a structure) on sites adjoining an entrance corridor	
Activity status: PER	Restricted Discretionary
Where: all Entrance Corridor Effects Standards are complied with.	The single freestanding sign for the activity will not meet all Signs Effects Standards
Effects Standards	
ECOR-S1 Minimum setback from the road boundary for structures on sites adjoining an entrance corridor General Industrial Zone: 20m.	Does not comply The Building will be setback approximately 80m from the Devon Road boundary. However the freestanding sign will be 0.5m off the Road Boundary.
ECOR-S2 Minimum landscaped setback area on sites adjoining an entrance corridor At least 60% of the setback area specified in ECOR-S1 shall be landscaped with trees and shrubs, with or without grass.	Complies 60% of the first 20m of the site fronting Devon Road is landscaped.

EW- Earthworks	
Activities Rules	
EW-R10 Earthworks for building activities	
Activity status: PER	Restricted Discretionary
Where: - the building activity is authorised by a building consent; - the earthworks are not for the purpose of constructing a driveway, right of way or accessway; - the total earthworks area does not exceed 150% of the area of the building activity; and - EW-S2, EW-S3, EW-S4 and EW-S5 are complied with.	The earthworks will not meet Earthworks Effects Standard S2.



EW-R13 Earthworks not otherwise provide for in the table	
Activity status: PER	Restricted Discretionary
Where: 1. in any 12 month period, the total volume of earthworks does not exceed 250m³ per site; and 2. all Earthworks Effects Standards are complied with.	A total of 32,448m ³ of earthworks are proposed. The earthworks will not meet all Earthworks Effects Standards.



Effects Standards	
EW-S1 Instability of land Earthworks or land disturbance must not result in any instability of land or structures at or beyond the boundary of the site where the earthworks occur.	Complies I am satisfied that the location of the earthworks, and in particular the location of the 'deeper excavation' away from site boundaries will mean that this Effects standard will be complied with.
EW-S2 Maximum cut depth or fill height The cut depth or fill height (measured vertically) shall not exceed: - outside the Minimum building setback for the underlying zone: 1.5m; and - inside the minimum building setback for the underlying zone: 0.5m.	Does not comply The maximum depth of cut is 4.66m which does not comply with Item (1). The maximum height of fill will be 1.5m. The setback for the General Industrial Zone is 5m and 8m from Road and side Boundaries respectively in terms of how the provisions apply to this site. Up to 1.2 of fill and 1.4m of cut is proposed to occur within the 5m Road setback. Up to 1m of fill could be placed within 8m of 674 Devon Road and 2m of excavation undertaken adjacent to Aotere/Pararoa Pa.
EW-S3 Site re-instatement As soon as it is practicable, but no later than six months from the commencement of earthworks or land disturbance: - the earthworks area shall be stabilised, filled, recontoured and revegetated to achieve 80% ground cover in a manner consistent with the surrounding land; or - sealed, paved, metalled or built over.	Complies The applicant has stated they will comply.
EW-S4 Control of silt and sediment For the duration of earthworks or land disturbance, measures must be implemented to prevent silt or sediment from entering the stormwater system, waterbodies, overland flow paths, or roads. The measures must be installed prior to the commencement of earthworks or land disturbance and maintained until the site of the earthworks or land disturbance has been reinstated in accordance with EW-S3.	Complies The applicant has included an Erosion and Sediment Control Plan ⁵ which proposes measures which will achieve compliance with this standard.

⁵ Erosion and Sediment Control Plan prepared by BCD Group Ltd Job No 23-0336 Rev 1 dated 1 October 2025.

**EW-S5 Requirements for discovery of sensitive material during earthworks or land disturbance**

Despite any other rule in this plan permitting earthworks or land disturbance, or any activity associated with earthworks or land disturbance, in the event of discovery of sensitive material during earthworks or land disturbance (which is not expressly provided for by any resource consent or other statutory authority), the owner of the site or the consent holder must take the following steps.

Complies

The applicant has stated that they will comply with this Effects Standard should an accidental discovery be made.

- 3.6. There are no rules pertaining to the Volcanic Hazard Area or Noise Control Boundary which apply to this proposal and therefore resource consent is not required in regard to these provisions.
- 3.7. Resource consent is required primarily due to the listing of the activity as a Discretionary Activity under Rule GIZ-R6. Resource consent is also required under the Transport, Signs, Site of Significance to Māori, Archaeological Sites, Entrance Corridor and Earthworks provisions. The activity status of the proposal under these 'other' chapters will either be Restricted Discretionary or Discretionary. In circumstances where there are differing activity status the most severe applies commonly referred to as the 'bundling approach'. Therefore the activity status of the proposal under the PODP is a **Discretionary Activity**.

National Environmental Standard for Assessment and Managing Contaminants in Soil to Protect Human Health (NES-CS)

- 3.8. Although the site has been mostly remediated, there are four areas of contaminated land which still constitute a piece of land under the NES-CS and are referred to as Ongoing Management Areas⁶. It is proposed to only disturb the Ongoing Management Area adjacent to Access 2. This piece of land is identified as containing lead and was not able to be remediated at time of preparation of the SVR due to the site office not being demolished at time of preparation of the SVR⁷. It is proposed that the works will be undertaken in accordance with the recommendations of the Contaminated Site Management Plan (CSMP)⁸. Restricted Discretionary Activity resource consent is required under Regulation 10 of the NES-CS:

10 Restricted discretionary activities

- (1) *This regulation applies to an activity described in any of regulation 5(2) to (6) on a piece of land described in regulation 5(7) or (8) that is not a permitted activity or a controlled activity.*
- (2) *The activity is a restricted discretionary activity while the following requirements are met:*
- (a) a detailed site investigation of the piece of land must exist:*

⁶ Plan entitled Ex-Ravensdown Site Ongoing Management Areas daring No. HD1781-103 Rev.0 dated 23 May 2023 within the SVR.

⁷ SVR Appendix E – Management Plans

⁸ Ravensdown Contaminated Site Management Plan prepared by 4Sight dated March 2018 version 4.



- (b) the report on the detailed site investigation must state that the soil contamination exceeds the applicable standard in regulation 7:*
- (c) the consent authority must have the report:*
- (d) conditions arising from the application of subclause (3), if there are any, must be complied with.*
- (3) The matters over which discretion is restricted are as follows:*
 - (a) the adequacy of the detailed site investigation, including—*
 - (i) site sampling:*
 - (ii) laboratory analysis:*
 - (iii) risk assessment:*
 - (b) the suitability of the piece of land for the proposed activity, given the amount and kind of soil contamination:*
 - (c) the approach to the remediation or ongoing management of the piece of land, including—*
 - (i) the remediation or management methods to address the risk posed by the contaminants to human health:*
 - (ii) the timing of the remediation:*
 - (iii) the standard of the remediation on completion:*
 - (iv) the mitigation methods to address the risk posed by the contaminants to human health:*
 - (v) the mitigation measures for the piece of land, including the frequency and location of monitoring of specified contaminants:*
 - (d) the adequacy of the site management plan or the site validation report or both, as applicable:*
 - (e) the transport, disposal, and tracking of soil and other materials taken away in the course of the activity:*
 - (f) the requirement for and conditions of a financial bond:*
 - (g) the timing and nature of the review of the conditions in the resource consent:*
 - (h) the duration of the resource consent.*

Cancellation of Consent Notice

- 3.9 The applicant has applied to cancel consent notice 11204972.3. Section 221(3) of the Resource Management Act treats cancellation of consent notices as Discretionary Activities:

- 3) At any time after the deposit of the survey plan,—*
 - (a) the owner may apply to a territorial authority to vary or cancel any condition specified in a consent notice:*
 - (b) the territorial authority may review any condition specified in a consent notice and vary or cancel the condition.*
- (3A) Sections 88 to 121 and 127(4) to 132 apply, with all necessary modifications, in relation to an application made or review conducted under subsection (3).*

- 3.10 In regard to the subdivision resource consent SUB17/46785 that led to the imposition of the consent notice I note that this was processed on a non-notified basis. The written approval of NZTA was obtained for that application⁹.

⁹ Notification decision on resource consent SUB17/467875 dated 12 April 2018.



4.0 NOTIFICATION ASSESSMENT

Written Approvals

- 4.1 Sections 95A & 95B set out the steps that must be followed in determining whether the application is required to be notified publicly or on a limited basis. The written approval of the following person was provided with the application:

Name	Property	Written approval
New Zealand Transport Agency	-	Yes*

- 4.2 Conditions were included on the written approval which the applicant has agreed¹⁰ to meaning that the approval can be accepted.

Public Notification Tests - Section 95A

Step 1: Mandatory notification – Section 95A(3) of the RMA	
Has the applicant requested the application is publicly notified? (s95A(3)(a))	No
Are there any outstanding or refused requests for further information? (s95C and s95A(3)(b))	No
Does the application involve any exchange of recreation reserve land under Section 15AA of the Reserves Act 1977? (s95A(3)(c))	No

- 4.3 There are no matters in Step 1 which require the application to be publicly notified. In making this conclusion it is noted that a Cultural Impact Assessment (CIA) which was requested as further information has not been provided. The applicant has not refused to provide the CIA and has been engaging with mana whenua but have indicated that no formal response has been received. The purpose of the CIA request is to obtain additional information to understand the effects on Ngati Tawharikua and Puketapu hapu. The effect on these persons is addressed in the Section 95B assessment. The applicant has offered to obtain this information via limited notification which I am satisfied is sufficient to not trigger grounds for outstanding information not being provided. In addition, I am satisfied that the cultural effects that the CIA would have informed are of a nature that the receivers are persons being mana whenua as distinct from the environment for the purposes of assessing the application under S95A. The applicant agreed to the commissioning of the review of traffic effects under s92(2)(b).

Step 2: If not required by Step 1, notification is precluded if any of these apply – Section 95A(5) of the RMA	
Does a rule or NES preclude public notification for all aspects of the application? (s95A(5)(a))	No
Is the application a controlled and/or a boundary activity but no other activity?	No

¹⁰ Email dated 20February 20256 from Lisa Matson.



- 4.4 There are no reasons under Step 2 that requires the application to be publicly notified.

Step 3: Notification required in certain circumstances if not precluded by Step 2 – Section 95A(8) of the RMA

Is the application subject to any rule or a National Environmental Standard (NES) that requires public notification? (s95A(8)(a))	No
Are the adverse effects of the activity/activities on the environment likely to be more than minor (as assessed below, where applicable)? (s95A(8)(b) and 95D)	No

Adverse Effects on the Environment - Section 95D

- 4.5 As the proposal is a Discretionary Activity, all actual and potential adverse environmental effects are required to be taken into account when assessing the proposal against Section 95A of the Act. This assessment has been undertaken in accordance with Section 95D to determine whether the adverse effects of the activity on the environment are likely to be more than minor.

Adjacent Landowners and Occupiers

- 4.6 Pursuant to Section 95D(a), the Council must disregard any effects on persons who own or occupy the subject site and adjacent land.

Permitted Baseline Consideration

- 4.7 Pursuant to section 95D(b), if a rule or National Environmental Standard (NES) permits an activity with the same effect, then that adverse effect may be disregarded. This is referred to as the "permitted baseline." As the activity is not permitted in this zone, I have not utilised the permitted baseline to disregard any effects. In regard to this it is noted that industrial activities are permitted in the General Industrial Zone however the effect of the SASM and Archaeological overlays along with the Entrance Corridor provisions reduces what can be undertaken on this site as a permitted activity when compared to a similarly sized General Industrial zoned site which is not subject to such 'overlay' provisions.

Activity Status Consideration

- 4.8 As this proposal is for a Discretionary Activity under the Part Operative District Plan Section 95D(c) is not considered relevant.

Trade Competition

- 4.9 Pursuant to Section 95D(d), the Council must disregard trade competition and the effects of trade competition in its assessment. Trade competition and the effects of trade competition have been disregarded.

Assessment of Adverse Effects on the Environment

- 4.10 The assessment of adverse effects has been considered in the context of the relevant objectives and policies of the District Plan and the existing environment. Taking into account this and the effects that may or must be disregarded as aforementioned, the activity will have or is likely to have the following adverse effects on the environment:

Character and Amenity Effects



- 4.11 The proposal seeks to change the current undeveloped site with the construction of a large warehouse style building, signage and associated car park and manoeuvring areas. In considering the visual effects it is noted that the PODP identifies that *"The purpose of the General Industrial Zone is to provide for a range of industrial activities, with provision for some activities that support industrial activities and activities that are compatible with the adverse effects generated by industrial activities (such as noise, odour, dust, fumes and smoke)"*¹¹. The PODP also notes that *"Lower standards of amenity are characteristic of industrial zones and out-of-zone activities locating in industrial zones can lead to reverse sensitivity effects."*¹² The overview assist with informing the role, function and planned character¹³ of the General Industrial Zone is. Also informing the visual effects assessment is the Entrance Corridor Objective ECOR-R1 which seeks that *"The main roads leading to and from the urban areas of New Plymouth, Waitara and Inglewood, and to and from the New Plymouth Airport are visually attractive, and provide a welcoming, pleasant arrival experience."*
- 4.12 The a.e.e includes an assessment of the character and amenity effects which concludes that *"Overall, it is considered that the activities proposed, including the buildings and signage proposed will be in keeping with the intended character and amenity of the surrounding area such that any adverse effects will be less than minor."*¹⁴ I have generally adopted this for the purposes of assessing the character and amenity effects. I agree with this statement based on the proposed building being well set back from Devon Road, combined with its front façade addressing this road, to create visual interest and the inclusion of landscaping around parking areas to assist with mitigating the visual effects of large paved areas. I note that there is an error in S6.4.1 of the a.e.e which refers to signage in this area being an uncommon feature in the wider area when it should have read common as is evidenced by the adjacent Waiwhakaiho large format retail area, Z service station, Palmers garden centre etc and other commercial activities. Whilst not necessarily agreeing that the character and visual effects are less than minor which I will address further in the Section 95B section of this recommendation, I am satisfied that the character and amenity effects are not more than minor.
- Transportation Effects*
- 4.13 The applicant has included a Transportation Assessment Report¹⁵ (TAR) assessing the traffic effects of the proposal. A review of the TAR was commissioned under S92(2) of the Act. This peer review was undertaken by Mr Andy Carr of Carriageway Consulting¹⁶.
- 4.14 Of note since the submission of the a.e.e, the applicant obtained the written approval of NZTA who are the operator of Devon Road. Whilst this means that the effects on NZTA must be disregarded, the effects of the proposal on the safe and efficient operation of Devon Road must still be considered.
- 4.15 In terms of the consent notice cancellation, it is considered that the relevant effects are limited to transport given the works required by the other three conditions have already been completed. There will be no effects on the environment associated with the three conditions of the consent notice relating building removal work as this has all been completed. Therefore

¹¹ PODP, General Industrial Zone - Overview

¹² Ibid.

¹³ Policy GIZ-P1 of the PODP.

¹⁴ Section 6.4.1 of a.e.e.

¹⁵ Bunnings Waiwhakaiho - Transportation Assessment Report prepared by Stantec Rev.3 dated 26 June 2025.

¹⁶ LUC25/48839 & SUB17/46787.02 662 Devon Road, New Plymouth: Bunnings (NZ) Limited Peer Review of Transport Assessment dated 30 March 2026



the consideration of the effects on the environment of this cancellation are addressed in this section of the report given the only remaining effect is traffic related.

4.16 The TAR concludes that the traffic effects will be suitably managed:

On the basis of analysis and assessment of the traffic and transportation matters associated with the proposed Bunnings activity, it is concluded that:

- The design of the vehicle crossings and accesses are appropriate for the expected customer vehicles and heavy vehicles associated with the activity;
- The design of the carpark and internal driveways are suitable for the manoeuvring required within the site;
- The loading provisions are acceptable to accommodate the heavy vehicles servicing the site;
- The traffic generated can be accommodated by the surrounding network, giving a level of service at key intersections during the peak hours of the weekdays and weekends that matches the existing situation;
- The proposal satisfies the majority of the relevant, transport-related standards of the New Plymouth District Plan. In those cases where there is technical non-compliance with the standards, an assessment of the effect of these has been made and it is concluded that there will be no adverse effects arising from these non-compliances on the surrounding road network or transport network users. Accordingly, it is concluded that there are no transportation engineering reasons to preclude the proposed Bunnings development. A desired outcome would be that the Bunnings works can proceed in combination with Council's proposed link road, noting the Bunnings development does not rely on it and can proceed independently.

4.17 Mr Carr's peer review concludes that whilst there are some matters of detail which have been identified, subject to the inclusion of conditions of resource consent, there are no transportation effects which are of a nature which will be more than minor:

On our review of the TAR:

- *We agree that "the design of the vehicle crossings and accesses are appropriate for the expected customer vehicles and heavy vehicles associated with the activity":*
 - *We have highlighted that at Access 3, queuing space is constrained in the event that a large vehicle exits the service area, and accordingly, we consider that this exit movement should not occur at the busiest times*
 - *We consider that Access 5 should be realigned when the future road to the south of the site is opened to be closer to 90 degrees, in order to slow entry speeds and to allow for trucks turning right into the site.*
 - *We also consider that when the proposed road to the south of the site is constructed, there will likely be a queuing space issue at Access 4. This can be overcome through removing the spaces or marking them for staff only.*
- *We agree that "the design of the carpark and internal driveways are suitable for the manoeuvring required within the site"*
 - *We recommend that the yellow hatched turning areas within blind aisles should be marked with 'no parking' or similar wording*
- *We agree that "the loading provisions are acceptable to accommodate the heavy vehicles servicing the site".*



- The gates to this area have the potential to create queuing vehicles on the future road to the south of the site, and so we recommend that the gates are managed (opened) to avoid this occurring when the road is constructed
- We do not agree that “the traffic generated can be accommodated by the surrounding network, giving a level of service at key intersections during the peak hours of the weekdays and weekends that matches the existing situation”;
 - It is evident from the modelling that the level of service is not “matched” in all cases, with increases in delays on some movements, although we accept that overall, the intersection level of service does not change.
 - The traffic generation rate used is lower than is typical for a trade supplier. Thus if another large format retailer was to occupy the site, the traffic generation may be larger than has been assessed, with greater effects arising at the Devon Road / Smart Road intersection.
 - The distribution of traffic described in the TAR does not appear to align with the traffic volumes used in the modelling. We have carefully considered whether this Document Set ID: 9754574 Version: 1, Version Date: 02/04/2026 P. 13 / 13 materially affects the conclusions and in our view it does not. We therefore consider that the increase in traffic can be accommodated at the Devon Road / Smart Road intersection even using slightly different distributions, and acknowledging that delays and queue lengths will increase.
- We agree that “the proposal satisfies the majority of the relevant, transport-related standards of the New Plymouth District Plan. In those cases where there is technical non compliance with the standards, an assessment of the effect of these has been made and it is concluded that there will be no adverse effects arising from these non-compliances on the surrounding road network or transport network users”
 - The parking layout has a number of minor constraints, but we do not consider that these will give rise to adverse effects on the surrounding road network or will adversely and materially affect the operation of the car park.

We also highlight:

- No comment is made in the TAR in respect of possible road safety effects. While we do not consider that any existing issues would be exacerbated, the operation of Access 2 may require vehicles turning right into the site to cross two lanes of queuing traffic and rely on a ‘courtesy’ operation with drivers ‘waving through’ vehicles turning right. This type of arrangement can create adverse road safety outcomes and to that end we recommend that in respect of the assessment of this access and NZTA’s proposed condition:
 - The required observations of the access should be made in the weekday evening peak hour; o The observations should also include the number of times that a driver was able to undertake the right turn freely versus having to be ‘waved through’ by other drivers; and
 - If there are any changes made to the movements permitted at Access 2, then the effects at the Devon Road / Smart Road intersection should be evaluated.
- No allowance has been made for the remnants of the existing resource consent for the site which could still be constructed. The extent to which these should be taken into account within the analysis is not clear.
- The layout does not show any cycle parking and therefore a condition of consent is required in order to ensure that these are provided.

Having reviewed the TAR, and in particular the matters identified regarding trip generation and distribution and consequential effects on the various intersections, we are of the opinion



that we can agree with the conclusion that “there are no transportation engineering reasons to preclude the proposed Bunnings development”. However this conclusion is dependent on the implementation of conditions of consent in a number of areas, as set out above.¹⁷

- 4.18 The applicant has confirmed that they are willing to address the matters which have been raised by Mr Carr when the conditions of resource consent are prepared should it be determined that it can be granted¹⁸. I note that Mr Carr has reviewed that the delays at the Smart Road/Devon Road intersection associated with the increased vehicle movements will not be material¹⁹. Mr Carr has noted that the TAR does not address road safety effects of which the primary concern could be the operation of Access Point 2. Mr Carr has also commented that the site will meet its own parking needs and that there will not be overflow parking²⁰. Conditions of consent to review²¹ the performance of this access point have been recommended by Mr Carr and NZTA which the applicant has agreed to.
- 4.19 It is noted that there will be construction effects associated with the establishment of the activity. The construction activity includes the undertaking of earthworks and building activity. Given the earthworks are close to a ‘cut to fill’ balance²², I am satisfied that there will be only limited movements associate with removing or importing earth to the site. The traffic effects associated with the construction of the activity will be consistent with those associated with a large building in the industrial area and can be suitably managed through a Construction Traffic Management Plan which the applicant has agreed to²³. I am therefore satisfied that traffic effects associated with the establishment of the activity will not be more than minor.
- 4.20 As stated earlier, the cancellation of the condition of consent notice is traffic related in regard to environmental effects. The effect of the consent notice should Lot 4 have been vested as Road in the Crown would have been to provide an opportunity for NZTA to utilise a wider corridor to construct road improvements at the intersection with Smart Road. It is noted that subsequent to the registration of the consent notice, NZTA did not seek for this land to be designated as part of the preparation of the then proposed District Plan. The cancellation of the consent notice will not result in any additional adverse effects over and above that which may already be occurring with the operation of this part of Devon Road. Therefore I am satisfied that the effects of the cancellation of the condition requiring the vested of Lot 4 in the Crown will not be more than minor.
- 4.21 Based on the above, I am satisfied that the traffic effects of the proposal on the environment primarily being the safe and efficient operation of the adjoining Road network will not be more than minor.

Earthworks effects including disturbance of contaminated ground

- 4.22 The disturbance of the contaminated soil will be occurring as part of the initial earthworks activity, it is considered appropriate to assess these two potential effects on the environment

¹⁷ Section 9 of Peer review

¹⁸ Email dated 7 May 2026 from Lisa Matson.

¹⁹ Section 7 of peer review.

²⁰ Section 5 of peer review.

²¹ Section 128 of the RMA – Circumstances when consent conditions can be reviewed.

²² Indicative cut and fill volumes are 16,162m³ and 16357m³ respectively (Bulk earthworks Plan prepared by BCD Group Job No. 23-0336 Sheet C-200 Rev.4 dated 23-06-2005).

²³ Email dated 7 May 2026 from Lisa Matson.



together. The applicant has provided both a Erosion and Sediment Control Plan²⁴ (ESCP) and CSMP.

- 4.23 The ESCP includes measures to manage silt and sediment control, dust, receipt of complaints and road maintenance. Once the construction activity is completed all exposed areas will be either covered by the building along with the sealed parking and manoeuvring areas or planted. Once the earthworks are completed, the only recognisable change in landform on what is a predominantly flat site will be the benched slope which will be approximately 4.7m high constructed at the rear of the building. The applicant has confirmed that this will be hydroseeded²⁵. I am satisfied that the effects of the earthworks have been proposed to be appropriately managed and the effects on the environment will not be more than minor.
- 4.24 The CSMP has set out measures to ensure that any disturbance of the contaminated ground will be appropriately managed. This includes various environmental management procedures such as disposal of excavated material, dust management, sediment and stormwater control. I am satisfied that the management measures that are proposed are extensive and will ensure that any effects on the environment of the disturbance of the contaminated ground will not be more than minor.
- 4.25 Based on the above, I am satisfied that the effects on the environment of the earthworks and disturbance of contaminated soil will be no more than minor.

Stormwater and Flooding Effects

- 4.26 Due to the presence of the Mangaone Stream, parts of the site are subject to potential flooding. The proposal will result in approximately 3.8ha²⁶ of impervious area being established. The combination of impervious area and existing inundation has the potential to result in adverse flooding effects if not managed appropriately. The application includes a Civil Engineering Design Features Report²⁷ (CEDR) which addresses these issues.
- 4.27 The CEDR has identified that the collection and disposal of stormwater systems which are to be constructed on-site have been suitably sized for an Annual Exceedance Probability (AEP) 1% event. The Council's 3 Waters Planning Engineer is satisfied with this aspect of the CEDR²⁸.
- 4.28 The CEDR has outlined that *"In the event of flooding from the Mangaone Stream and overflow into the site, the eastern side of the yard has been designed to direct flows back onto Katere Road via the proposed access way. BCD suggests constructing a low-height masonry block wall (maximum 600mm) along the edge of the access way."*²⁹ The CEDR goes on to clarify that the block wall is not required for the consent but would offer additional flood management benefits in an event exceeding a 1% AEP³⁰. The Council's 3 Waters Planning Engineer is also satisfied with this aspect of the CEDR³¹.

²⁴ Erosion and Sediment Control Plan prepared by BCD Group, Job No. 23-0336, Rev.1 dated 1 October 2025.

²⁵ Email dated 7 May 2026 from Lisa Matson.

²⁶ Table 2 of Civil Engineering Design Features Report prepared by BCD Group Job No. 23-0336 Rev.7 dated 27 November 2025.

²⁷ Civil Engineering Design Features Report prepared by BCD Group Job No. 23-0336 Rev.7 dated 27 November 2025.

²⁸ Email dated 17 December 2025 from Lauren de Bude

²⁹ S7.1 of CEDR.

³⁰ Ibid.

³¹ Email dated 17 December 2025 from Lauren de Bude



- 4.29 Based on these considerations, I am satisfied that the effects on the environment of any possible increased flooding effects, or change to existing floodpaths, are not more than minor. Stormwater generated by the proposal will be appropriately managed within the site.

Retail distributional effects

- 4.30 The PODP provides for a wide range of activities to be "...allowed and encouraged in the City Centre Zone so that the city can remain vibrant and viable in the future."³² To assist with this, the PODP seeks to avoid activities such as the establishment of retail activities or business service activities in the General Industrial Zone to ensure the viability and vibrancy of the Commercial and Mixed use Zones is not compromised³³. Commercial services activities not included within the definition of retail activities. Therefore I am satisfied that any potential distributional effects associated with the proposal will be less than minor on the viability and vibrancy of the Commercial and Mixed Use Zones.

Cultural and Archaeological Effects

- 4.31 The activity has the potential to disturb archaeological items during construction and once constructed affect the values of the archaeological and cultural values of the area. These values are associated with the Aotere/Paraora Pa and Te Pou Tutaki. There are also potential effects on the values of tangata whenua associated with the earthworks³⁴. The applicant has noted that the area of proposed earthworks has been previously the subject of remedial works undertaken as part of the decommissioning of the Ravensdown activity.
- 4.32 The applicant is proposing accidental discovery conditions during earthworks³⁵. The applicant has also assessed the position and bulk of the building in relation to Aotere/Paraora Pa and commented:

A survey of the pā site has identified that this has a maximum height of 14m above ground level. It is considered that the height of these structures will not appear to be overly dominant when compared to the scale of the pā site. It is also noted that the site layout provides for a clear visual corridor from Devon Road, with the edge of the building aligned with the property boundary for the pā site. A separation of over 25m is provided between the pā and the building, with the space between being occupied by the proposed access point and indicated future road from Smart Road.

The proposed development has been discussed with iwi and hapu at several hui throughout the design process, as described in section 2.3, and is ongoing. In addition, opportunities for cultural narratives to be represented on the site have been explored with iwi and hapu, with potential locations for these narratives presented at various hui and subject to further development at detailed design.³⁶

- 4.33 The applicant has assessed the effects on historic heritage and iwi values to be less than minor³⁷. Whilst I do not agree with this level of effects conclusion, I am satisfied that for the

³² PODP - Overview of the City Centre Zone

³³ PODP – GIZ-03 and PIZ-P3.

³⁴ PODP - EW-P3

³⁵ S6.4.4 of a.e.e

³⁶ Ibid.

³⁷ Ibid



reasons that the applicant has provided that the effects of the proposal on cultural and archaeological values will not be more than minor.

Effects on the Environment Conclusion

- 4.34 It is concluded under s95A of the Act that the application does not need to be publicly notified. The next step is to determine whether there are any special circumstances which apply to the proposal that may require public notification.

Step 4: Public notification in special circumstances – section 95A(9)

If notification is not already required, do special circumstances exist that warrant the application being publicly notified.	No
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- 4.35 There are no known features on the site which may be affected by the proposal that have not already been identified in the PODP or effects that not have not already been assessed which any otherwise require consideration under this Step. Therefore I am satisfied that there are no special circumstances which require public notification.
- 4.36 As a result I am satisfied that the application does not need to be publicly notified under Section 95A of the Act. Therefore an assessment of whether the application needs to be limited notified under Section 95B of the Act is required:

Limited Notification Tests - Section 95B

Step 1: Certain Affected Groups / Persons must be Notified – Sections 95B(2) and (3) of the RMA

Are any protected customary rights groups or customary marine title groups affected by the proposed activity? (s95B(2))	No
Is the proposed activity on, or adjacent to, or may affect, land that subject of a statutory acknowledgement made under an Act specified in Schedule 11 of the RMA, and if so is the person to whom the statutory acknowledgement is made an affected person? (s95B(3))	No

- 4.37 The Mangaone Stream is a tributary of the Waiwhakaiho River. The Waiwhakaiho River and its tributaries is one of the areas which is the subject of a statutory acknowledgement to Te Ātiawa. A copy of the application was sent to Te Ātiawa³⁸. No feedback has been received from Te Ātiawa. Feedback has been received from Tawharikura hapu but this will be addressed in the affected persons consideration in Step 3 of this section of the report as the statutory acknowledgment is to Te Ātiawa rather than hapu. This comment is not intended to diminish the relationship between Tawharikura hapu and Te Ātiawa but to provide clarity on why this part of the notification assessment is addressing the effects on the statutory acknowledgement holder. It is noted that the statement of association is primarily focussed on the Waiwhakaiho and includes recognition of the role of the tributaries to its mauri.
- 4.38 The portion of Mangaone Stream not culverted is located in the south-eastern corner of the site fronting Katere Road. The proposed building will be no closer than 40m from this part of the stream. The applicant is not proposing to discharge stormwater from the site which will

³⁸ Email sent 30 July 2025.



be to ground soakage. I am satisfied that appropriate erosion and sediment control measures will be installed which will ensure that any potential runoff effects into the stream will be less than minor including disturbance of contaminated soil. For these reasons I am satisfied that the effects on Te Ātiawa as holder of the statutory acknowledgment will be less than minor.

Step 2: If not Required by Step 1, Limited Notification Precluded in Certain Circumstances – Section 95B(6) of the RMA

Is the application for one or more activities that are exclusively subject to a rule or NES which preclude limited notification? (s95B(6)(a))	No
Is this a land use consent application for a controlled activity?	No

- 4.35 There are no reasons under Step 2 that precludes limited notified and therefore regard is required to be had to Step 3.

Step 3: If not Precluded by Step 2, Certain other Affected Persons must be Notified – Sections 95B(7) and (8) of the RMA

Where there is a boundary activity(s), is there any owner of an allotment with an infringed boundary that is an affected person? (s95B(7))	N/A
Are there any adversely affected persons under s95E (as assessed below, where applicable)? (s95B(8) and s95E)	Yes

Adversely Affected Persons - Section 95E

- 4.39 There are various persons associated with properties on adjacent land who are potentially affected by the proposal. A person is affected if the minor or more than minor but are not less than minor³⁹. The effects on potentially affected persons are:

Hapu

- 4.40 Tawharikura and Puketapu hapu are mana whenua for Aotere/Paraora Pa and Te Pou Tutaki. As well as potential effects on these items of cultural significance of the activity once constructed, there is also potential for effects on these persons with the associated earthworks. The applicant has engaged with hapu but no written approval has been provided. A representative for Tawharikura has emailed the Council to advise that they consider themselves affected by the proposal and outline the reasons why⁴⁰.
- 4.41 I have considered the effects of the proposal on hapu and note that the proposal includes earthworks within the extent of, and in proximity to, identified features
- 4.42 Therefore I consider the effects on Tawharikura and Puketapu hapu as at least minor.

Owners and Occupiers of 674 Devon Road

³⁹ S95E(1) of the Act.

⁴⁰ Email dated 27 march 2026 from Sera Gibson



- 4.43 This property includes several tenancies and is utilised for commercial activities. As previously identifies his property has a right of way over the subject site at Access Point 2. Whilst it is acknowledged that this property will continue to have access to the right of way, the potential traffic changes of the proposal that the uses of this right of way may experience are:
- Increased vehicle movements associated with an activity which is identified as a high trip generator;
 - Loss of ability to undertake right hand turns when exiting via Access Point 2;
 - No proposed 'intersection' treatment between the two sites at this connecting point.
 - The potential future ability to turn right into Access Point 2 if this was to be closed as a result of the future review of its operation.
- 4.44 I note that the TAR includes an analysis of the distribution of traffic trips to adjacent roads from the activity⁴¹. It is unclear from the TAR what the frequency of movements to and from Access Point 2 will be and how this will affect the ability of persons associated with 674 Devon Road to access the right of way in a safe and efficient manner. The applicant has provided an analysis of the number of movements that were to be from and to Access Point 2⁴². This was in the form of a letter that had been prepared responding to questions from NZTA. The letter included tables with a calculation of movements. The tables included right hand turns out from Access Point 2 which are no longer proposed but the table is otherwise considered able to be relied upon to inform an assessment of the effects of this proposal on persons who have the right to utilise the right of way. The tables predict that 27 vehicles per hour will be to or from Access Point 2 in the PM peak. The number of movements on Saturdays is expected to be 58 vehicles per hour. From this information, it is my consideration that there will be an average of one vehicle movement per minute through the right of way connecting to Access Point 2. Based on this I am satisfied that the effects on persons associated with 674 Devon Road who may wish to access the right of way will be less than minor in terms of any delays they may experience in waiting for vehicles associated with this proposal to pass.
- 4.45 In the letter, it is identified that the low vehicle movements per hour will equate to a queue length of no more than a vehicle. Given the zoning of the land, and this it could be reasonable expected that a truck associated with an industrial activity could be utilising this access which may well involve queuing, I am satisfied that the effects of the anticipated number of vehicles queuing in the right of way associated with this proposal will be less than minor on persons associated with 674 Deveon Road who also may be seeking to utilise it.
- 4.46 I note that NZTA as the operator of Devon Road could as a permitted activity could extend the raised central median along that portion adjacent to Access Point 2 which would have the effect of preventing persons turning right into and out of Devon Road. Access to and from 674 Devon Road would still be available via the existing Katere Drive. In addition, they could still enter and exit the site via Access Point 2 albeit limited to left in/left out movements. Based on this I am satisfied that if it were to be found after undertaking a review of the performance of Access Point 2 once the activity was commenced that additional limitations were to be implemented that the effects on persons associated with 674 Devon Road in this regard would be less than minor when applying the 'permitted baseline'.
- 4.47 Therefore in terms of traffic effects, I am satisfied that the effects on persons associated with 674 Devon Road will be less than minor.

⁴¹ Table 7.5 of TAR.

⁴² Letter dated 19 November 2025 from Mark Georgeson of Stantec Limited.



4.48 In terms of other effects, I have referred to the assessment of effects on persons contained in the a.e.e:

- *The proposed Bunnings Warehouse is compliant with all bulk and location controls within the General Industrial Zone;*
- *The proposed shortfall to the side boundary landscaping requirements on the site is associated with part of the site adjacent to the parking and access area for 674 Devon Road, and not a part of the site which would be anticipated to be heavily trafficked. This infringement is associated with a part of the site which is not currently fenced and the existing right of way arrangement on the site. Maintaining the existing fencing arrangement allows for sufficient visibility to be maintained for vehicles. All other parts of this boundary will be sufficiently landscaped or fenced such that any potential adverse amenity effects on persons at this property will be less than minor;*
- *The site can be adequately serviced through the reticulated water and wastewater network;*
- *All earthworks will be temporary in nature. Appropriate erosion and sediment control measures will be implemented on site over the duration of the construction period and can be ensured by the implementation of a construction management plan;*
- *All earthwork activities and ground disturbance will be contained within the boundaries of the site and will not extend into any of the adjacent sites. Works will be managed to ensure site stability is maintained and the stability of adjacent sites would not be compromised by the proposed earthworks subject to appropriate engineering methodology and retaining design being implemented;*
- *Construction noise generated will be no different to other construction projects across the region and will be of a similar volume to general activities within industrial zones;*
- *Stormwater runoff generated from the proposed development can be adequately managed to ensure there is no increased risk of natural hazards on surrounding properties;*
- *The proposed development has been assessed to ensure transport effects relating to trip generation on the site are able to be accommodated within the existing surrounding road network. This is considered to manage adverse transport effects on the surrounding environment;⁴³*

4.49 I adopt the reasons provided by the applicant, and the additional information provided in the letter on traffic movements associated with Access Point 2, that effects on persons associated with 674 Devon Road are less than minor.

Traffic Effects

4.50 In addition to 674 Devon Road, there are a number of other commercial properties owned and/or operated by persons adjacent to the site. It is noted that Access Point 1 is opposite the exit from 38 Smart Road which is utilised for a hire company. There are no other vehicle crossings associated with other properties in close proximity of the proposed Accesses.

4.51 Given the findings of the TAR and the peer review, I am satisfied that given that the traffic effects on adjacent persons associated with other properties besides 374 Devon Road, will be less than minor.

Persons associated with other adjoining properties

⁴³ Section 7.3 of a.e.e.



- 4.52 Beside 674 Devon Road and Aotere/Paraora Pa there is one other adjoining property being 55 Smart Road. The part of 55 Smart Road adjoining the subject site is utilised for access into the developed remaining part of the site. Other adjacent properties are located on the opposite side of one of the Roads which surrounds the subject site. I am satisfied that the reasons provided by the applicant included in paragraph 4.45 above can be adopted and I agree that the effects on specific persons I have not addressed previously will be less than minor for the reasons included in the application.

Affected Persons Conclusion

- 4.53 I consider that Tawharikura and Puketapu hapu are an affected person for the purposes of Section 95E in terms of the landuse application.

Consent Notice Cancellation

- 4.54 I consider the sole person potentially affected by the consent notice cancellation to be NZTA. As NZTA have provided affected persons approval, the effects on them cannot be had regard to.

- 4.55 The three conditions relating to building removal have been given effect to and there is no ongoing provisions with the consent notice in this regard that requires ongoing management of effects. As discussed in the Section 95A assessment, there will be no adverse traffic effects stemming from the cancellation of this consent notice. Also as previously assessed there were no submitters to the subdivision resource consent which led to the imposition of the consent notice.

- 4.56 Therefore I am satisfied that no persons are affected by the cancellation of the consent notice.

Step 4: Further Notification in Special Circumstances – section 95B(10)

Do special circumstances exist that warrant notification to any other persons not identified above?	No
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- 4.54 I do not consider that there are special circumstances associated with this proposal which may mean that there are other persons not previously identified who may be affected by this proposal.

Limited Notification Conclusion

- 4.55 The landuse consent must be processed on a limited notified basis as there are persons affected by the proposal. The consent notice cancellation can be processed on a non-notified basis.

Recommendation

- 5.1 For the reasons set out in the above assessment, under sections 95A, 95B, 95D & 95E of the RMA, the application for land use resource consent LUC25/48839 is approved to be processed on a limited notified basis.
- 5.2 For the reasons set out in the above assessment, under sections 95A, 95B, 95D & 95E of the RMA, the application for cancellation of consent notice 11204972.3 is approved to be processed on a non-notified basis.



Name: Richard Watkins	Date: 13 May 2026
Position: Principal Planner	

Decision

- A. Acting under Delegated Authority, and for the reasons set out in the above assessment, under sections 95A & 95B of the RMA, the application for land use relating to resource consent LUC25/48839 is approved to be processed on a limited notified basis.
- B. Acting under Delegated Authority, and for the reasons set out in the above assessment, under sections 95A & 95B of the RMA, the application for cancellation of consent notice 11204972.3 is approved to be processed on a non-notified basis.

Name: Zane Wood	Date: 15/05/2025
Position: Planning & Development Lead under Delegated Authority	

CCL Ref: 15170-300326-watkins

30 March 2026

Richard Watkins
New Plymouth District Council



PO Box 29623, Christchurch, 8540
03 377 7010
office@carriageway.co.nz

By e-mail only: Richard.Watkins@npdc.govt.nz

Dear Richard

**LUC25/48839 & SUB17/46787.02 662 Devon Road, New Plymouth: Bunnings (NZ) Limited
Peer Review of Transportation Assessment**

Further to our various emails, as requested we have now carried out a peer review of the application for a Bunnings warehouse at 662 Devon Road, New Plymouth..

The application includes a Transportation Assessment Report (**TAR**) produced by consultants Stantec, dated June 2025, and our report is structured in the same order as the TAR. For conciseness we have typically focused on areas of disagreement and only briefly commented on areas of agreement. Comments relating to additional information provided subsequent to lodgement of the consent are included under the TAR headings below.

TAR Section 1: Introduction

This part of the TAR is an introduction to the remainder of the report, and we have therefore not commented further. We note that the potential for further development of the site is not addressed within the TAR, as this will be the subject of further analyses in future as and when consents are lodged. We also note that the site layout does not foreclose the ability to construct a future road between Smart Road and Katere Road.

TAR Section 2: Transportation Environment

This section contains a description of the roading network. We have reviewed this and have no comment to make with regard to the key characteristics presented.

In respect of the on-road cycleway on Devon Road, we note that the 'cycle' symbol is intermittent and that there are no advance stop lines for cyclist at the Devon Road / Smart Road intersection. We agree with the approach presented of not taking into account future cycling infrastructure (or any other infrastructure) unless or until it is confirmed and funded.

The crash analysis presented utilised a five year period of 2020 to 2021. Traffic flows in 2020, and to some extent in 2021, were affected by travel restrictions due to the Covid-19 pandemic, and were substantially reduced at which time there would have been a commensurate reduction in crash risk. That said, we consider that the volume of traffic passing through the intersection are sufficient that any common factors in crashes can be identified.

Of the 31 crashes recorded, 18 (nearly two thirds) occurred at the Devon Road / Smart Road intersection, but there is little discussion of this cluster within the TAR. Although the TAR notes that overall the dominant crash type is a 'read-end' or 'nose-to-tail' crash, we have further considered the specific crashes at the intersection and note that 8 also involved nose-to-tail crashes with a

lower proportion of crashes involving turning vehicles than might otherwise be expected. While this is not a common pattern (a greater proportion of crashes involving turning vehicles would typically be expected), given the traffic flows and the number of traffic lanes at the intersection, the number of crashes is not unreasonable.

There is no evidence that the crash record is deteriorating with 18 crashes recorded in 2020 to 2024 (an average of 3.6 per year) but in 2025 and the partial record of 2026, just two have been recorded.

The TAR discusses future changes to the land use and transport networks, and noting that consents have been granted for a large shopping complex with some 34,100sqm and generating around 1,000 vehicles in the weekday evening peak hour. We understand that this site is the same as the application site, and that the Bunnings proposal replaces this. However it is not clear whether the existing consent is fully or only partially replaced:

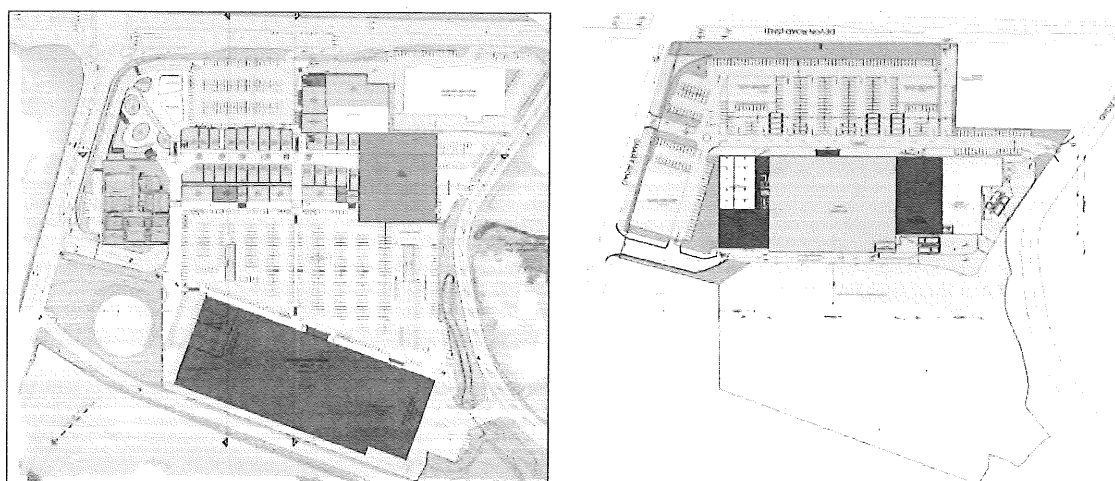


Figure 1: Existing Consented Development (on Left) and Proposal (on Right)

Consequently it is unclear whether any parts of the remainder of the site form part of the receiving environment for the Bunnings application.

TAR Section 3: Proposed Development

The TAR describes the key transport elements of the proposal as being 13,170sqm of floor area of which 11,120sqm is available to the public and the balance is for a trade yard. A total of 357 on-site parking spaces is proposed which includes 8 mobility spaces and 12 bays for trailers. A total of 36 cycle parking spaces is proposed.

TAR Section 4: Access and Internal Circulation

Five points of access are proposed, to the north, south (two accesses), east and west.

Access 1 (Smart Road) is noted as predominately accommodating a left-in/right-out movement due to the general distribution of population in the town. We agree with this characterisation. The access is 55m from the stop-lines of the Devon Road / Smart Road intersection, and we agree with the sight distances presented in the TAR.

With regard to the five matters of compliance discussed, we concur that there is a non-compliance for the sightline towards the north (which is addressed subsequently in the TAR and thus later on



in this letter). We note though that the TAR also set out that the overall activity status is Discretionary, and thus compliance with the Rules does not preclude other matters from being considered.

Access 2 (Devon Road) is an existing access to the site, and we agree that sightlines in this location are very good. The existing access has a right-turn lane of around 34m in length. We concur that the access meets the provisions of the District Plan, but we also highlight that vehicles turning right need to cross two lanes of eastbound traffic. This type of arrangement can give rise to adverse road safety issues. However we are aware that NZTA (noting Devon Road is a state highway) has given written approval for the use of this access, subject to right-turn-out movements not being permitted, and a review of road safety records at the access 12 months after the opening of the store. The restriction of the right-turn-out movement will address in part some of these concerns, and the safety review (and consequential changes) that form part of the suite of consent conditions means that if there are any road safety issues that arise, there is scope to address/resolve them.

Access 3 is onto Katere Road and the TAR again notes that the predominant movement is expected to be to and from the north (right-in / left-out), and we agree. We also concur that this access will comply with the relevant District Plan provisions.

Accesses 4 and 5 lie towards the south and the TAR notes that the positioning of these is intended to allow for a future road towards the south of the site that will connect Smart Road and Katere Road. As part of the Bunnings proposal, the western part of this road will be formed and will provide for two site accesses. Access 4 to the east of this location is shown as being 42m from Smart Road and the TAR notes this will be for customer use. The TAR notes that the location of this access meets TRAN-S4 and a separation distance of 50m from the nearest intersection but this appears to be a typographic error because as Smart Road is a Local Road, the expected separation distance is 30m (which is achieved).

Access 5 is an entry-only access for trade and warehouse trucks (exit is onto Katere Road at Access 3). The vehicle crossing is shown as being angled, due to only the first section of the potential new road being constructed by Bunnings. Once the full road is constructed, the angle will likely present manoeuvring difficulties for any truck that is entering the site from the east as the vehicle will need to turn through 120 degrees, and the angle may encourage high entry speeds for eastbound traffic turning left-in. Accordingly, we recommend a condition of consent that when the full length of this road is formed, Access 5 is 'squared up' so that it meets the road at 90 degrees or thereabouts.

This access is also shown as having gates. If a truck arrives and the gates are closed then the inbound vehicle will need to wait on the new road. Initially, when the full road is not formed, we do not consider that this will present any difficulties. However when the road is formed and carrying through traffic, passing drivers are unlikely to be expecting encounter trucks that are stopped on the road and waiting to enter. There are a number of ways that this can be managed, but we recommend that a suitable condition of consent is put in place such that a scenario of stopped trucks within the eastbound movement lane of the proposed road does not arise.

With regard to internal circulation, the TAR notes that it meets the relevant District Plan rules. We note that the gates at Access 5 preclude provision of queuing space but we also note that appropriate mitigation can be provided for this.

We also highlight that the TAR sets out that 20m of queuing space is provided at each proposed access. However, the queuing space at Access 3 (Katere Road) will be substantially limited if a large vehicle exits the loading bay and turns left to exit the site. The TAR notes that the store will

be serviced by 23m B-trains and in the Figure below we show a 20m B-train exiting. This indicates that the queuing space will be reduced to around 8m.

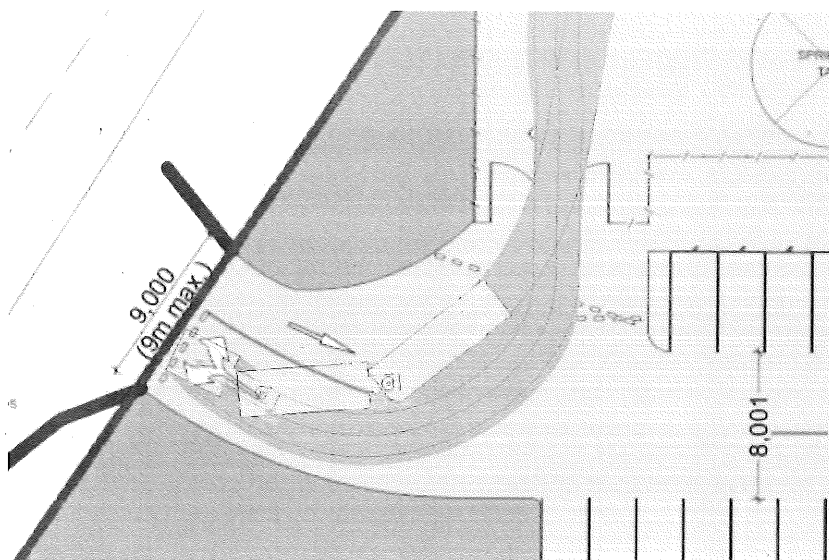


Figure 2: 20m B-Train Exiting Site

In our experience, a scenario where larger delivery vehicles affect customer vehicle movements is not uncommon and can be addressed through conditions of consent relating to times of servicing. We recommend that the same approach is taken in this case (or a further assessment of effects is provided to show that the potential for queuing of two incoming vehicles is minimal).

We concur that at the present time, more than 20m of queuing space is provided at Access 4 but once this becomes a formal road, the queuing space reduces to 6m, which is again much less than the 20m distance discussed in the TAR. This could be addressed through removing parking spaces but another option would be to reserve the parking spaces in this area for staff only, who will not be entering or exiting the spaces at the peak times of customer arrivals. We recommend that a condition of consent is put in place for the time when/if this proposed road is provided to ensure that a suitable queuing space is provided.

The internal layout includes several 'blind aisle' and we note that a turning area has been provided at the end of each of these to ensure vehicles to not have to be reversed out of the aisles. We support this arrangement but note that drivers may not understand the purpose of the yellow hatching proposed and recommend that 'no parking' or similar wording is also provided.

TAR Section 5: Parking

The TAR sets out an assessment of the parking proposed against the expected demand. In this first instance we note that the spaces are slightly longer than the typical length, which we assume is to assist with goods being loaded into the rear of vehicles, and we support this arrangement.

The TAR notes that 8 mobility spaces and 36 cycle parking spaces are to be provided. The mobility spaces are located in two clusters of four spaces each, and we note that it appears that people moving to and from these spaces will need to move within the parking aisle, and for four spaces, they will need to pass behind other parked cars. While it is not a resource consent matter (and so we only raise it in passing), this arrangement may not meet the requirements for an Accessible Route as set out in Standard NZS4121:2001.



Cycle parking is not shown. There appears to be sufficient area for this to be provided in a practical way and so we agree with the TAR that this could be addressed through a condition of consent rather than requiring the drawings to be updated.

As a Discretionary Activity, we consider that it is open to the Council to consider whether there would be adverse road safety or efficiency effects arising from increased on-street parking on the adjacent roads in the event that insufficient parking was provided on the site. However the parking ratio equates to 3.2 spaces per 100sqm GFA, which we consider to be suitable for the nature of the activity (a rate of 2.5 to 3.0 spaces per 100sqm GFA is generally typical). As such, we expect that the site will meet its own parking needs and that there will not be overflow parking or consequential adverse effects on the frontage roads.

With regard to the number of mobility spaces, the TAR notes that the proposed 8 spaces meet the District Plan and we agree. We consider that all parking spaces are provided in a manner which means that they will be useable, and the dimensions meet the District Plan.

TAR Section 6: Loading

We agree that the area provided within the rear serve yard will be able to accommodate the size of vehicles expected, and that the provision made exceeds the minimum requirements of the District Plan.

TAR Section 7: Traffic Analysis

The traffic counts used in the TAR are drawn from surveys undertaken 8 years prior, as part of another resource consent application. In order to ensure that these remain valid, the TAR reports that the volumes were compared against data recorded by the SCATS system. This showed that overall the volumes were very similar, although we note that Smart Road (north) was 18% higher and Devon Road (east) was 7% lower than the 2017 data. Consequently although we agree that there is no evidence of significant background traffic growth, the differences may give rise to different outcomes. We discuss this further below.

With regard to traffic generation, the TAR relies on surveys of other Bunnings stores. The TAR notes that the rates selected were based on stores with similar catchments, but it is not clear whether this is based on population only, or also took into account other store options that might have been available for customers (for example, two trade supplies located in the same town might be expected to each have a lower trip generation than if there was just one offering).

That said, the trip rate observed in the weekday evening peak is generally consistent across the three locations cited. It is lower than rates for other trade suppliers that we previously seen used by Stantec, which were also calculated from surveys, but this may be a function of different store brandings. As the trip rates vary very little between the three sites, we have no reason to consider that they are inappropriate.

The 'recent' research paper cited to justify a reduction in new trips is 15 years old, and interestingly, showed a trip rate of 2.1 vehicles per 100sqm GFA in the weekday evening peak hour, higher than proposed for this application. This appears to reflect a contradiction in the TAR, in that there is reliance on the pass-by percentage identified in the paper as being appropriate but the trip rate that was observed and reported during the same survey has been disregarded. We confirm that the 27% reduction was observed at a 'home improvement' store and in our view, it is appropriate for application in this instance for the weekday evening peak hour. The passby rate on a Saturday was almost the same.

For the distribution of the traffic, the approach taken has been to assign trips based on existing volumes seen on the network. For instance, Devon Road West was observed to carry 26.6% of the traffic in the area and thus 26.6% of the generated traffic would also use this route. We note a numerical error in Table 7-5, in that the traffic volumes in the Saturday peak hour add to 5,824 vehicles and not 6,369 vehicles (the last line of 545 vehicles may have been counted twice). This then means that the number of trips in the rightmost column is not correct and there are differences of up to 15 vehicles on any given route. We do not consider this to be material as the analysis shows that the effects of the proposal at weekends are less than the effects that occur during weekend evenings.

The distribution of passby trips appears somewhat arbitrary. For example, of the traffic approaching from Devon Road West, the surveys showed that 80% travelled straight ahead. It might then be surmised that 80% of the pass-by traffic would therefore also travel straight ahead and turn right into the site at Access 2. However the TAR sets out that 80% of the traffic would instead turn right and onto Smart Road and enter the site using Access 1. Only 10% of this traffic was assumed to use Access 2. The rationale for this is not clear.

A network model has been developed for the analysis of the traffic effects of the proposal, and it is noted that signal timings were obtained from NZTA and included in the models. We confirm this is best practice.

While we have not attempted to reconstruct the full Sidra model, we have undertaken some basis checks. In the first instance we have compared the traffic flows of the 'base' and 'base+development' model scenarios by subtracting one from the other. This shows the change in traffic flows on each road that arise from the development, and is shown graphically below for the more critical weekday evening peak hour.

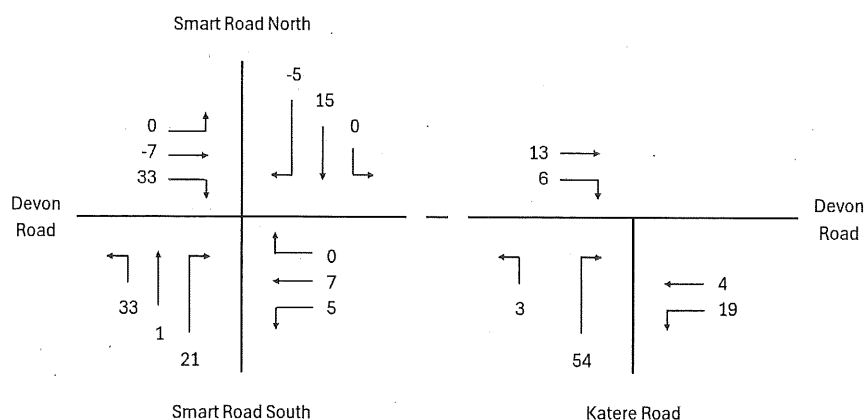


Figure 3: Change in Traffic Flows Due to Proposed Development in the Weekday Peak Hour

Negative numbers are not unreasonable in this context as they indicate pass-by traffic diverting to a different route. However in some cases these volumes do not reflect the assumptions set out in the TAR. From the direction of travel, it is possible to determine in most cases to determine whether the vehicle has exited the site or is entering. For example, the movement from Smart Road North must be an entry movement and the left turn from Smart Road South must be an exit movement. We have highlighted exit movements below:

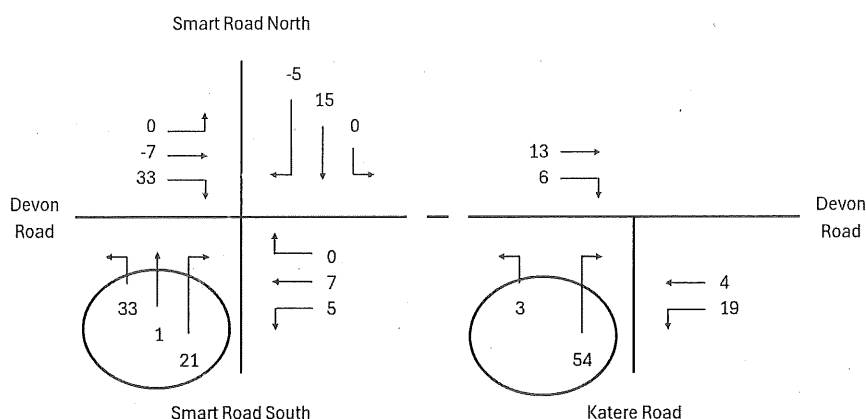


Figure 4: Exit Movements from the Site in the Weekday Peak Hour

This indicates that of the expected total of 176 vehicle movements, 112 (64%) are vehicles exiting the site. This does not align with the figure of 89 vehicles of Table 7-4.

Entry movements are shown below:

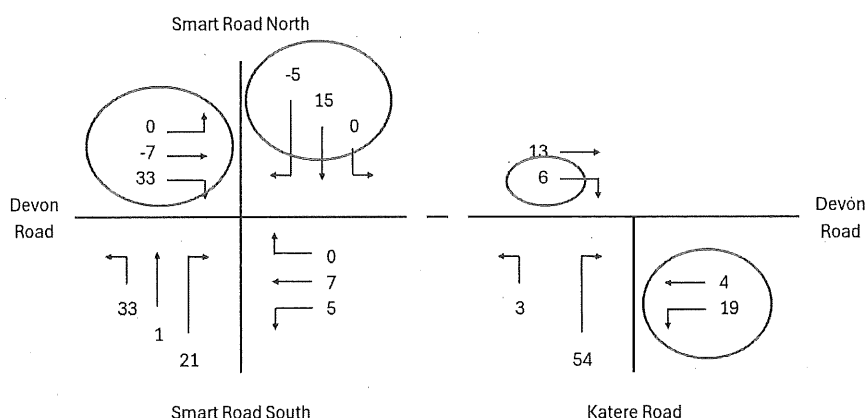


Figure 5: Entry Movements from the Site in the Weekday Peak Hour

This shows that 65 movements are entry movements, or 36% of the total, which again does not reflect the 87 vehicle movements of Table 7-4. However the total number of movements (entry+exit) however does correspond for both the TAR and the modelling.

The graphic also shows that of the entry movements, around twice as many vehicles approach from Devon Road East as on Smart Road North (19 vehicles versus 10 vehicles). However Table 7-5 shows that ten times as many vehicles should approach from Devon Road East. Further, of the exiting vehicles, 75 of the 112 shown (two thirds) travel towards the east. This does not appear to be an outcome that is indicated in other parts of the report, where Devon Road West is shown to be the predominant route (such as on Table 7-5).

This being the case, we consider that it appears that the traffic flows passing through the Devon Road / Katere Road intersection have been overestimated. Consequently we concur that this intersection will likely function adequately.

On the other hand, we consider that the traffic volumes passing through the Devon Road / Smart Road intersection appear to have been underestimated for some movements and overestimated for others. From the information presented, it is difficult to reconcile the narrative regarding traffic generation and distribution with the figures used in the modelling. By way of further example, Table



7-6 indicates that of the exit movement towards Devon Road West, 60% will be via Smart Road and 30% will be via Access 2 onto Devon Road, indicating a ratio of 2:1. The modelling though shows 33 vehicles turning left from Smart Road, and at most 7 vehicles from Access 2, meaning a ratio of 5:1.

We therefore consider that the traffic volume on Devon Road East has been underestimated (for both directions), and the traffic volume on Smart Road has been overestimated (for both directions).

That being the case, we have considered whether a reallocation of traffic would make a material difference to the operation of the Devon Road / Smart Road intersection, taking into account the arithmetic error in the distribution of traffic and the differences in ambient traffic growth discussed above.

On the basis of the figures presented, we concur with the TAR that the most critical period is the weekday evening peak hour rather than the Saturday. The intersection is evidently under more pressure during the weekday than at the weekend, and so if it is deemed to operate satisfactorily on a weekday evening then there will be no additional issues that arise at weekends.

On Devon Road East, we consider that traffic flows associated with Bunnings will be greater than shown. However Table 7-3 of the TAR shows that the SCATS data recorded less traffic than the 2017 survey. In other words, rebasing the 2017 survey using the more recent SCATS data would have *reduced* the traffic flow used in the modelling, to which *increased* traffic from Bunnings would then be added. Overall then, we consider that the reduction arising from one balances the increase from the other, and consequently the resultant traffic flow used in the modelling is of the right order of magnitude on this approach.

On Smart Road South, the SCATS data did not indicate that any change would be justified to the 2017 survey data, but as noted above, we consider that the increase due to the proposed development has been overestimated. Thus the performance of this approach will, in our view, be slightly better than has been presented.

The information presented in the TAR is not sufficient for a model to be created, and so we have relied on interpreting the results presented in Tables 7-6 and 7-7. Unfortunately the degree of saturation of the intersection is not shown, but the overall delay at the intersection increases from 46.6 seconds to 53.6 seconds with the proposed development. This equates to Level of Service D, although Level of Service E commences at 55 seconds. We also note that the cycle time remains the same at 130 seconds.

We have compared the change in the levels of service on each movement, overleaf:



Road and Movement		Base			Base + Development		
		Avg Delay (secs)	95 %ile Queue (m)	Level of Service	Avg Delay (secs)	95 %ile Queue (m)	Level of Service
Smart Road South	L	33.3	28.1	C	+6.7	+16.0	-
	T	66.2	51.2	E	+6.7	+16.0	-
	R	70.0	51.2	E	+6.5	-	-
Devon Road East	L	49.7	293.8	D	+6.6	-	D to E
	T	44.1	293.8	D	+1.9	+0.3	-
	R	59.4	5.0	E	+12.8	+21.6	-
Smart Road North	L	68.9	129.7	E	+12.8	+21.6	E to F
	T	64.3	129.7	E	+12.7	+21.5	-
	R	69.0	129.7	E	+4.7	+34.6	E to F
Devon Road West	L	43.2	302.3	D	+4.6	+34.6	-
	T	36.7	302.3	D	+9.8	+27.4	-
	R	73.8	75.3	E	+6.7	+16.0	E to F

Table 1: Change in Peak Hour Levels of Service at the Devn Road / Smart Road Intersection, with and without Development

Of the movements where there is a change in the level of service:

- Devon Road East, left turn:
 - The 2025 SCATS data indicated a lower traffic volume here than in the 2017 survey, and we therefore consider that even with the additional traffic associated with the redistribution of traffic, the delay is likely to be lower than reported.
- Smart Road North, left turn:
 - The delay is only 1.7 seconds more than the threshold for Level of Service F
- Smart Road North, right turn:
 - The delay is only 1.7 seconds more than the threshold for Level of Service F

On this basis, we do not consider that these changes arising from the development are material in these locations.

On Devon Road West, the distribution used assumes that the majority of traffic turns right into Smart Road rather than turning right directly into the site via Access 2. Having reviewed the modelling, we are of the view that the reason for this relates to the queue length on Devon Road East, which is forecast to be nearly 300m and will therefore extend past Access 2. In other words, a driver travelling straight ahead at the intersection will then need to wait for a gap in the westbound traffic stream before turning into Access 2. At peak times this will likely have to operate as a 'courtesy' arrangement where one driver waves through another. It is therefore more beneficial for a driver to instead turn right into Smart Street South and use Access 1 instead.

That said, we note that the queue of traffic on Smart Street South extends to 67m and Access 1 is located only 50m from the stop-lines of the intersection, meaning that traffic exiting here will again need to rely on driver courtesy, or to wait until the end of a signal cycle where the queues are lower (on that basis we again consider that there will be greater use of Access 2 to exit the site towards the west than has been allowed for).

With that in mind and taking all matters into account, we consider that the expected delay for right-turning traffic into Smart Road South will be of the magnitude modelled. The increase in queue equates to 2 or 3 vehicle lengths, and the delay represents an increase of less than 7 seconds, which we consider is unlikely to be perceptible.

Overall then, we consider that while there will be variations in the queues and delays arising from different distribution assumptions, the expected increase in traffic can be accommodated at the Devon Road / Smart Road intersection when added to the observed 2017 traffic flows.

On our understanding, the TAR analysis is based on the observed 2017 volumes. However the TAR also sets out that there is an existing resource consent for a large retail complex that would affect those volumes but no adjustment has been made to the 2017 surveys to make allowance for any increase. While the proposed Bunnings occupies part of this site (and meaning that some parts could not be given effect to), there appear to be other parts of the site where elements of the consented development could still be constructed. The extent to which these should be taken into account within the analysis is not clear, but we highlight that there may be a need to consider a scenario with the balance of the consented development (plus mitigation required for that resource consent) and with the proposed Bunnings traffic.

As set out above we noted that Stantec has previously adopted higher values for trip generation at other sites than used in this analysis, and the rate used is also lower than observed in the Harries et al report used for determining passby traffic. While we have no reason to query the specific rate used for the Bunnings tenancy, it does suggest that if another tenant was to occupy the building then the rates would likely be greater with commensurate effects on queues and delays at the intersection. Consideration should therefore be given to limiting the resource consent to a Bunnings store unless further analysis is carried out using a more typical rate.

Finally, we have considered the scenario that NZTA raises in their written approval, of adverse effects arising from the use of Access 2. Overall, we consider that the wording of the condition is helpful in specifying that observations of queuing relating to the right-turn-in movement are to be carried out, but we suggest that clarification could be included that:

- Such observations should be made in the weekday evening peak hour; and
- Observations should also include the number of times that a driver was able to undertake the right turn freely versus having to be 'waved through' by other drivers.

These could reasonably be considered to be within the scope of the wording ("*...assess (but not limited to)...*") but it may be helpful for the consent-holder to have clarity on this.

It is also open to NZTA to close the gap in the central median and Access 2 would then become a 'left-in/left-out'. In turn this may change the traffic flows at the Devon Road / Smart Road intersection and hence the queues and delays. We therefore recommend that a condition of consent is included that if there are any changes made to the movements permitted at Access 2, then the effects at the Devon Road / Smart Road intersection should be evaluated.

The TAR does not discuss the implications for road safety of the proposal. In our view, the prevailing record does not indicate that an existing issue would be exacerbated, and we agree that the access points can be appropriately designed. However we are concerned that in the peak hours, Access 2 will rely on courtesy operation. While 'waving through' is common, in cases where the turning driver has to cross two traffic lanes, one common risk is that one driver 'waves' them through but another does not appreciate that the vehicle is turning and collides with them. The arrangement also poses a risk for cyclists as there is generally poor intervisibility between cyclists travelling

adjacent to the kerb and turning vehicles. In part this has informed our recommendation that the assessment of Access 2 should include observations of how the access operates in practice.

TAR Section 8: District Plan Assessment

The non-compliances with the District Plan are set out in Table 8-1.

We consider that the reduced sightline at Access 1 is not material as drivers will be approaching at a lower speed than the posted maximum.

One space does not have the expected 1m aisle extension and we also highlight that this area provides poor delineation of approach routes for several spaces:

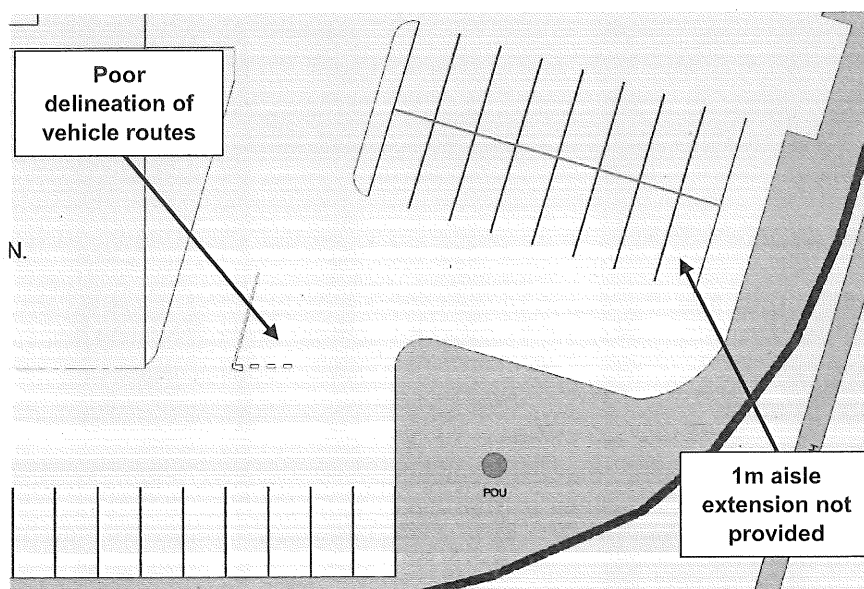


Figure 6: Design Issues with Some Parking Spaces

This location is in the furthest location from the building, and so is likely to be the least well-used. Consequently we consider that the layout can be supported. However if traffic volumes were to increase, such as would occur if Pad Site 2 was developed, then this mitigation would not be present. We recommend that this part of the design is reviewed again at the time a resource consent application for Pad Site 2 is made.

Users of some parking spaces particularly along the boundary could potentially park their vehicles to overhang adjacent areas. Wheelstops may therefore be beneficial in these areas, although on our review, such overhanging would not present compliance issues with the District Plan from a transportation perspective. We also note that it would appear difficult to access the trade & trailer bays without over-running adjacent spaces. Given that the layout will meet its own parking needs, we do not consider that this is a matter for compliance, and any adverse effects arising from this will occur well within the site.

We noted previously that larger vehicles exiting the site onto Katere Road would impede vehicles entering the site at Access 3.

Overall, but subject to the previous comments, we consider that the matters of compliance for transportation issues have been appropriately identified.



TAR Section 9: Summary and Conclusions

The TAR concludes that:

- *“The design of the vehicle crossings and accesses are appropriate for the expected customer vehicles and heavy vehicles associated with the activity;*
- *The design of the carpark and internal driveways are suitable for the manoeuvring required within the site;*
- *The loading provisions are acceptable to accommodate the heavy vehicles servicing the site;*
- *The traffic generated can be accommodated by the surrounding network, giving a level of service at key intersections during the peak hours of the weekdays and weekends that matches the existing situation;*
- *The proposal satisfies the majority of the relevant, transport-related standards of the New Plymouth District Plan. In those cases where there is technical non-compliance with the standards, an assessment of the effect of these has been made and it is concluded that there will be no adverse effects arising from these non-compliances on the surrounding road network or transport network users.”*

On our review of the TAR:

- We agree that *“the design of the vehicle crossings and accesses are appropriate for the expected customer vehicles and heavy vehicles associated with the activity”*:
 - We have highlighted that at Access 3, queuing space is constrained in the event that a large vehicle exits the service area, and accordingly, we consider that this exit movement should not occur at the busiest times
 - We consider that Access 5 should be realigned when the future road to the south of the site is opened to be closer to 90 degrees, in order to slow entry speeds and to allow for trucks turning right into the site.
 - We also consider that when the proposed road to the south of the site is constructed, there will likely be a queuing space issue at Access 4. This can be overcome through removing the spaces or marking them for staff only.
- We agree that *“the design of the carpark and internal driveways are suitable for the manoeuvring required within the site”*
 - We recommend that the yellow hatched turning areas within blind aisles should be marked with ‘no parking’ or similar wording
- We agree that *“the loading provisions are acceptable to accommodate the heavy vehicles servicing the site”*.
 - The gates to this area have the potential to create queuing vehicles on the future road to the south of the site, and so we recommend that the gates are managed (opened) to avoid this occurring when the road is constructed
- We do not agree that *“the traffic generated can be accommodated by the surrounding network, giving a level of service at key intersections during the peak hours of the weekdays and weekends that matches the existing situation”*;
 - It is evident from the modelling that the level of service is not “matched” in all cases, with increases in delays on some movements, although we accept that overall, the intersection level of service does not change.
 - The traffic generation rate used is lower than is typical for a trade supplier. Thus if another large format retailer was to occupy the site, the traffic generation may be larger than has been assessed, with greater effects arising at the Devon Road / Smart Road intersection.
 - The distribution of traffic described in the TAR does not appear to align with the traffic volumes used in the modelling. We have carefully considered whether this



materially affects the conclusions and in our view it does not. We therefore consider that the increase in traffic can be accommodated at the Devon Road / Smart Road intersection even using slightly different distributions, and acknowledging that delays and queue lengths will increase.

- We agree that *"the proposal satisfies the majority of the relevant, transport-related standards of the New Plymouth District Plan. In those cases where there is technical non-compliance with the standards, an assessment of the effect of these has been made and it is concluded that there will be no adverse effects arising from these non-compliances on the surrounding road network or transport network users"*
 - The parking layout has a number of minor constraints, but we do not consider that these will give rise to adverse effects on the surrounding road network or will adversely and materially affect the operation of the car park.

We also highlight:

- No comment in made in the TAR in respect of possible road safety effects. While we do not consider that any existing issues would be exacerbated, the operation of Access 2 may require vehicles turning right into the site to cross two lanes of queuing traffic and rely on a 'courtesy' operation with drivers 'waving through' vehicles turning right. This type of arrangement can create adverse road safety outcomes and to that end we recommend that in respect of the assessment of this access and NZTA's proposed condition:
 - The required observations of the access should be made in the weekday evening peak hour;
 - The observations should also include the number of times that a driver was able to undertake the right turn freely versus having to be 'waved through' by other drivers; and
 - If there are any changes made to the movements permitted at Access 2, then the effects at the Devon Road / Smart Road intersection should be evaluated.
- No allowance has been made for the remnants of the existing resource consent for the site which could still be constructed. The extent to which these should be taken into account within the analysis is not clear.
- The layout does not show any cycle parking and therefore a condition of consent is required in order to ensure that these are provided.

Having reviewed the TAR, and in particular the matters identified regarding trip generation and distribution and consequential effects on the various intersections, we are of the opinion that we can agree with the conclusion that *"there are no transportation engineering reasons to preclude the proposed Bunnings development"*. However this conclusion is dependent on the implementation of conditions of consent in a number of areas, as set out above.

Please do not hesitate to contact me if you require any further information or clarification of any matters.

Kind regards

Carriageway Consulting Limited

Andy Carr

Traffic Engineer | Director

Mobile: 027 561 1967

Email: andy.carr@carriageway.co.nz

APPENDIX D - DEVELOPMENT ENGINEER
CONDITIONS & COMMENT FROM
3 WATERS PLANNING ENGINEER



Te Kaunihera-a-Rohē o Ngāmotu

**New Plymouth
District Council**

When replying please quote: LUC25/48839

File Ref: ID

FDC26/00041

Date: 11 August 2025

To:

SUBJECT: RESOURCE CONSENT APPROVAL – ENGINEERING CONDITIONS

Applicant: BUNNINGS LIMITED

Address: 662 Devon Road WAIWHAKAIHO, NEW PLYMOUTH 4312

RC No. LUC25/48839

IMPORTANT: The drawings and reports submitted by the applicant for this Resource Consent have been utilised by Council to assess and provide the below consent conditions. However, this does not imply acceptance of any aspect of the subdivision design, in whole or in part, which does not comply with the requirements in the Subdivision and Infrastructure Standard, or standards referred to within.

As requested I have reviewed the documentation and recommend the following:

- 1) Confirmation that the existing sewer connection has sufficient grade, capacity and condition to service the development shall be provided. The consent holder shall provide CCTV footage to confirm condition of the pipe.
- 2) All new Water reticulation shall be designed and constructed to the requirements of:
 - i. The NPDC Consolidated Bylaws 2014.
 - ii. The Council's Land Development & Subdivision Infrastructure Standard requirements.
 - iii. The New Zealand Fire Services "Code of Practice for Fire Fighting Water Supplies" requirements.
 - iv. Calculations and engineering plans shall be submitted for approval prior to construction. Designs shall incorporate water demand and peak flow data.

- v. Confirmation that water pressure at the point of supply for the urban area complies with the Council Infrastructure Standard is required.
 - b. The existing water connections to this Site shall be removed, disconnected and blacked off at the watermain
 - c. The sites should be served by 2 new water connections. An application for service connection and infrastructure connection to the existing Council main is required. These Extraordinary Connections require as a minimum a medium risk backflow preventer and meter, both shall be installed by a Council approved contractor. An as built plan of all connections is required from the approved contractor and the supply of this plan by the contractor forms part of this consent.
 - d. The developer shall cover the cost of each water meter as part of the service connection fee. Each meter shall be supplied and installed by Council.
- 3) The consent holder shall construct three new heavy industrial vehicle crossings serving the site in accordance with the New Plymouth District Council Land Development and Subdivision Infrastructure Standard (Local Amendments Version 3).
 - 4) The consent holder shall remove the existing vehicle crossings off Smart and Devon Roads that are no longer required and reinstate the kerb, channel and footpath and grass berm in accordance with the New Plymouth District Council Land Development and Subdivision Infrastructure Standard (Local Amendments Version 3).
 - 5) The existing collapsed Stormwater pipe work on site that has collapsed shall be removed and reinstated with appropriate engineered fill.
 - 6) At completion of the earthworks and prior to undertaking any building works, a Geotechnical Completion Report shall be submitted to Council prepared by a suitably qualified Geo Professional in accordance with Section 2.6.1 of the of the New Plymouth District Council Land Development and Subdivision Infrastructure Standard (Local Amendments Version 3).
 - 7) The Geotechnical Completion Report shall include (but not be limited to) the assessment of the stability of slopes, earth fills, cut and fill batters associated with the earthworks. The Geotechnical Completion Report shall make reference to the Geotechnical Investigation and include any relevant recommendations from it. This report shall be provided along with the Schedule 2A Statement which relates to matters in Chapter 2 of the Land Development & Subdivision Infrastructure Standard.

- 8) Advice Note: Natural hazards including slope stability, liquefaction and lateral spread will need to be addressed as part of this report in accordance with relevant Ministry of Business, Innovation and Employment and New Plymouth District Council guidance on liquefaction to justify why this is not a hazard associated with the site or provide mitigation options to appropriately manage the hazard and ensure NZBC B1 is met.
- 9) All costs in meeting the conditions of these requirements shall be met by the applicant unless otherwise stated.

NOTES:

- a) A Development Contribution for off-site services of \$ 545276.70 excluding GST is payable by the applicant and shall be invoiced separately. The 224 release of this subdivision will not be approved until payment of this contribution is made.
- b) All works are to be designed and constructed in accordance with New Plymouth District Council's Land Development & Subdivision Infrastructure Standard.
- c) Other alternative solutions may be approved for those aspects where the Infrastructure Standards are unable to be met or can be achieved in a different way.

Advice note

Matt Sanger
DEVELOPMENT ENGINEER

From: "Lauren de Bude"
Sent: Wed, 17 Dec 2025 12:22:58 +1200
To: "Richard Watkins" <Richard.Watkins@npdc.govt.nz>; "Matt Sanger" <Matt.Sanger@npdc.govt.nz>
Subject: RE: LUC25/48839 & SUB17/46785.02 - 662 Devon Road WAIWHAKAIHO, NEW PLYMOUTH - Bunnings Application

Hi Matt,

BCD has closed off all my immediate questions.
As discussed, plans for the private pipe can be addressed at later stages. It does not affect the proposed stormwater system but will need to be correctly decommissioned during construction.

Regards,
Lauren de Bude
3 Waters Planning Engineer

From: Richard Watkins <Richard.Watkins@npdc.govt.nz>
Sent: Tuesday, 16 December 2025 5:05 pm
To: Matt Sanger <Matt.Sanger@npdc.govt.nz>
Cc: Lauren de Bude <Lauren.deBude@npdc.govt.nz>
Subject: RE: LUC25/48839 & SUB17/46785.02 - 662 Devon Road WAIWHAKAIHO, NEW PLYMOUTH - Bunnings Application

Matt,

I just noted that I left some attachments off the link which I had used for a separate referral. Rather than me sending a revised link can you please refer to the documents in ECM under the application ID LUC25/48839.

Cheers,

Richard Watkins
Principal Planner

New Plymouth District Council | Liardet St | Private Bag 2025 | New Plymouth 4340 | Ph 06-759 6060 Mobile 0272 605 977
www.newplymouthnz.com | [Facebook](#) | [Twitter](#)

From: Richard Watkins
Sent: Tuesday, 16 December 2025 4:10 pm
To: Matt Sanger <Matt.Sanger@npdc.govt.nz>
Cc: Lauren de Bude <Lauren.deBude@npdc.govt.nz>
Subject: RE: LUC25/48839 & SUB17/46785.02 - 662 Devon Road WAIWHAKAIHO, NEW PLYMOUTH - Bunnings Application

Hi Matt,

Please see below the link to the further information response:

Click on the link to access the generated batch document.

<https://npdc.tlcloud.com/TIDefault/CiAnywhere/Web/NPDC/ECMCore/BulkAction/Get/8a07d791-c208-45fd-aa72-f72f9e6e441a>

Please note, the document generation may still be in progress.

This link will expire on 10 January 2026, 4:01 PM (UTC+12:00) Auckland, Wellington.

Can you please provide your comments on the application once you have liaised with Lauren.

Kind regards,

Richard Watkins
Principal Planner

New Plymouth District Council | Liardet St | Private Bag 2025 | New Plymouth 4340 | Ph 06-759 6060 Mobile 0272 605 977
www.newplymouthnz.com | [Facebook](#) | [Twitter](#)

From: Matt Sanger <Matt.Sanger@npdc.govt.nz>
Sent: Wednesday, 10 September 2025 1:58 pm
To: Richard Watkins <Richard.Watkins@npdc.govt.nz>
Subject: FW: LUC25/48839 & SUB17/46785.02 - 662 Devon Road WAIWHAKAIHO, NEW PLYMOUTH - Bunnings Application

Hi Richard,

Please see below notes from Lauren for Bunnings

Regards,

Matt Sanger
Development Engineering Supervisor
Planning and Development
Consents and Regulatory

New Plymouth District Council | Liardet St | Private Bag 2025 | New Plymouth 4342
Ph 06-759 6060 | Mobile 027 2356 285 | www.newplymouthnz.com | [Facebook](#) | [Twitter](#)



From: Lauren de Bude <Lauren.deBude@npdc.govt.nz>
Sent: Tuesday, 9 September 2025 8:45 am
To: Matt Sanger <Matt.Sanger@npdc.govt.nz>
Subject: RE: LUC25/48839 & SUB17/46785.02 - 662 Devon Road WAIWHAKAIHO, NEW PLYMOUTH - Bunnings Application

Hi Matt,

I have the following comments:

- RCP 6.0 was used to determine flood hazard in the Hec RAS model. The northern swale was also designed with RCP 6.0. Could this please be updated to RCP 8.5 or a sensitivity assessment against RCP 8.5 be completed.
- Please confirm that landform is shaped towards the swale to protect the building from flood waters.
- NPDC's overland flowpath mapping indicates that flows enter the site from Smart Road. Has this been investigated and included in design consideration?
- Proposed 'low-height masonry block wall' will increase risk to 680 and 674 Devon St if the Mangaone overtopped Katere Road. Further investigation and detail are needed if this is progressed.
- Will the existing 1200mm pipe be removed or abandoned? Do we have confirmation that the pipe is disconnected from all other assets?

Regards,
Lauren de Bude
3 Waters Planning Engineer

From: Matt Sanger <Matt.Sanger@npdc.govt.nz>
Sent: Thursday, 7 August 2025 11:17 am
To: Lauren de Bude <Lauren.deBude@npdc.govt.nz>
Subject: FW: LUC25/48839 & SUB17/46785.02 - 662 Devon Road WAIWHAKAIHO, NEW PLYMOUTH - Bunnings Application

Hi Lauren,

Could you please review these plans and let me know if they are ok from a 3 waters perspective

Regards,

Matt Sanger

Development Engineering Supervisor
Planning and Development
Consents and Regulatory

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From: Resource Consents Admin <resourceconsentsadmin@npdc.govt.nz>

Sent: Wednesday, 30 July 2025 12:55 pm

To: John Eagles <John.Eagles@npdc.govt.nz>; Richard Watkins <Richard.Watkins@npdc.govt.nz>; Matt Sanger <Matt.Sanger@npdc.govt.nz>

Subject: LUC25/48839 & SUB17/46785.02 - 662 Devon Road WAIWHAKAIHO, NEW PLYMOUTH - Bunnings Application

Hi

We have received the attached application from Bunnings Limited for you to review.

The consent numbers are LUC25/48839 (Land Use Consent) & SUB17/46785.02 (Cancellation of Consent Notice).

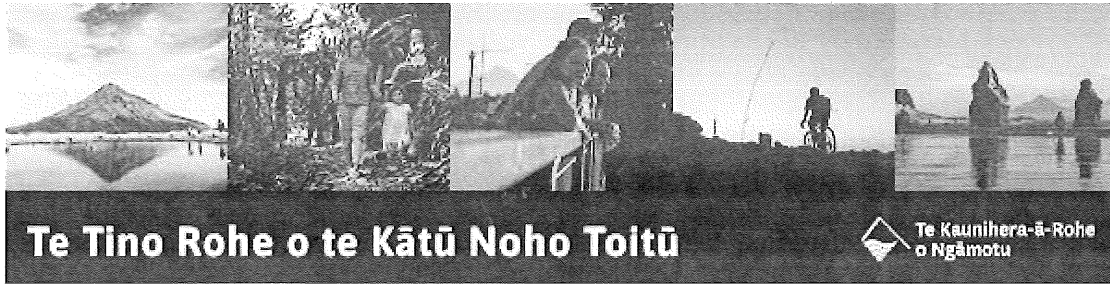
It has not been allocated to a Planner yet.

Kind regards

Rhonda Norden

Regulatory Support Services Officer

New Plymouth District Council | Liardet St | Private Bag 2025 | New Plymouth 4342 | Ph 06-759 6060
www.npdc.govt.nz | [Facebook](#)



Te Tino Rohe o te Kātū Noho Toitū

 Te Kaitiaki
o Ngāmotu

Consent 11416-1.0



Discharge Permit

Pursuant to the Resource Management Act 1991

a resource consent is hereby granted by the

Taranaki Regional Council

Name of
Consent Holder: Bunnings (NZ) Limited

Decision Date: 12 February 2026

Commencement Date: 12 February 2026

Conditions of Consent

Consent Granted: To discharge stormwater and contaminants from earthworks, associated with the development of a commercial property, onto and into land in circumstances where it may enter the Mangaone Stream

Expiry Date: 12 February 2031

Site Location: 662 Devon Road, Waiwhakaiho

Grid Reference (NZTM) 1696413E - 5677132N

Catchment: Waiwhakaiho

Tributary: Mangaone

*For General, Standard and Special conditions
pertaining to this consent please see reverse side of this document*

Page 1 of 6

Consent 11416-1.0

General condition

- a. The consent holder shall pay to the Taranaki Regional Council (the Council) all the administration, monitoring and supervision costs of this consent, fixed in accordance with section 36 of the Resource Management Act 1991.

Special conditions

1. This consent authorises the discharge of stormwater, entrained sediment and contaminants from no more than 4.3 hectares of land where earthworks are being undertaken for the purpose of developing a commercial property, as shown in Appendix 1.
2. The discharge must be undertaken in general accordance with the methods detailed in the application documentation and the following documents:
 - a. *Ravensdown Contaminated Site Management Plan*, Version 4, dated 7 March 2018 (Document [TRCID-1290311762-16888](#));
 - a. *Site Validation Report*, Revision 3 dated 18 December 2023 (Document [TRCID-1290311762-16887](#));
 - b. *Contamination Summary – 662 Devon Road, New Plymouth*, dated 12 January 2026 (Document [TRCID-1290311762-17853](#)).

Where the information, supporting plans, correspondence, reports and technical appendices included above are inconsistent with the conditions of consent set out below, the conditions prevail.

3. Unless an alternative method is specified, any submission of plans, notification or reporting requirements and requests for a site meeting must be completed and submitted using the "Notification of Work" form available on the Council's website (<http://bit.ly/TRCWorkNotificationForm>).
4. The consent holder must at all times adopt the best practicable option, as defined in section 2 of the Resource Management Act 1991, to prevent or minimise any actual or likely adverse effect on the environment associated with the discharge of contaminants from the site.
5. No less than 2 working days before commencing any works that may result in the discharge of stormwater or sediment, the consent holder (or their representative) must:
 - a. notify the Council of the intended commencement date, including the consent number and a brief description of the work; and
 - b. arrange a site meeting with the Project Manager, Principal Contractor, and a Council Officer directly responsible for monitoring compliance with this consent. The purpose of this meeting is for the consent holder to present the proposed measures to achieve compliance with conditions of this consent.
6. Prior to commencing any earthworks in the area labelled "Council Land Area" (CLA) in Appendix E of the *Site Validation Report* (Document [TRCID-1290311762-16887](#)), the consent holder must provide a Contamination Management Plan (CMP) to the Council for certification. The objective of the CMP is to demonstrate how the consent holder will monitor and manage contaminated soil within the CLA, including detailed site management methods and techniques and how compliance with the consent conditions will be achieved. The CMP must include, but is not limited to, the following:
 - a. Sampling that will be undertaken within the CLA;
 - b. The erosion and sediment controls that will manage stormwater and contaminant runoff from the CLA;
 - c. An unexpected discovery protocol; and
 - d. Remediation measures that will occur for any contaminated soil discovered which exceeds the soil quality objectives outlined in table 3 of the *Site Validation Report*.
7. The CMP must be prepared by a suitably qualified and experienced person (SQEP) and certified by the Council that it meets the requirements of this condition.

Consent 11416-1.0

8. Prior to the commencement of the consented activity, the consent holder must submit an Erosion and Sediment Control Plan to the Council for certification. The objective of the ESCP is to demonstrate how the site will be managed to minimise discharges to the receiving environment, including detailed site management methods and techniques, and how compliance with consent conditions will be achieved. The ESCP must include but not limited to, the following:
 - a. the timing of works;
 - b. the staging of each extraction area and how the staging relates to the erosion and sediment control devices;
 - c. the design criteria and dimensions of all key erosion and sediment control structures (including catchment sizes for proposed controls);
 - d. works monitoring, including routine monitoring, rainfall triggers and significant rainfall event contingencies;
 - e. identification of key roles and responsibilities for ESCP implementation;
 - f. spill contingency planning; and
 - g. stabilisation methods that will be used, including where and when.
9. The consented activity must be undertaken in accordance with the certified ESCP and CMP, and the consent holder must ensure that a copy of the certified plans are kept onsite.
10. If the consent holder identifies or the Council determines that any incidents, non-compliances, or site changes are inadequately addressed by the current ESCP or CMP, the consent holder must update the ESCP/CMP accordingly and submit it for re-certification. Any reviews or amendments must remain within the scope of this consent and align with the plan objectives. The consent holder must ensure that their copy of the certified ESCP/CMP is updated within five working days of any amendments being certified.
11. Unless alternative sediment control measures that achieve an equivalent standard are agreed to by the Council, all run off from any area of exposed soil exceeding 0.3 ha must pass through sediment retention ponds as described below:
 - a. On sites with slopes less than 10 percent and less than 200 metres in length a *sediment retention pond* with a minimum volume of 2 per cent of the contributing catchment (200 m³ capacity for each ha of contributing catchment); and
 - b. On sites with slopes greater than 10 per cent and/or more than 200 metres in length a *sediment retention pond* with a minimum volume of 3 per cent of the contributing catchment (300 m³ capacity for each ha of contributing catchment).
12. The obligation described in *condition 11* above shall cease to apply, and the erosion and sediment control measures may be removed, in areas where the site is stabilised.
13. The consent holder must progressively stabilise, and re-contour any disturbed areas, to minimise sediment runoff and erosion within a period not exceeding three days after completion of works authorised by this consent. The consent holder must monitor and maintain the site until vegetation is established to such an extent that it prevents erosion and sediment from entering any water body.

Advice Note: For the purposes of this consent, 'stabilised' in relation to any site or area means inherently resistant to erosion, or rendered resistant through methods such as rock placement, application of aggregate, grassing, mulching, temporary geosynthetic erosion control systems (e.g. geotextiles, erosion matting), or other techniques to the reasonable satisfaction of the Council. Methods must align with the Waikato Regional Council Erosion and Sediment Control Guidelines for Soil Disturbing Activities 2009 where applicable. Where seeding or grassing is used on a surface that is not otherwise erosion resistant, the surface will be considered stabilised once, in the reasonable opinion of a Council officer, a minimum 80% vegetative cover has been established following visual inspection.

Consent 11416-1.0

14. Prior to the commencement of the consented activity, the consent holder must submit to the Council "As Built Certification Statements" signed by an appropriately qualified and experienced professional certifying that the decanting earth bunds have been constructed in accordance with the certified ESCP. Information contained in the certification statement must include as a minimum:
 - a. confirmation of contributing catchment areas;
 - b. the location, capacity and design of each structure;
 - c. position of inlets and outlets; and
 - d. any other relevant matter.
15. As far as practicable, all clean water run-off from stabilised surfaces including catchment areas above the site must be diverted away from the exposed areas via a stabilised system to prevent erosion.
16. Constituents of the discharge must meet the standards shown in the following table.

Constituent	Standard
pH	Within the range 6.0 to 9.0
suspended solids	Concentration not greater than 100 gm ⁻³
total recoverable hydrocarbons	Concentration not greater than 15 gm ⁻³
dissolved reactive phosphorus	Concentration not greater than 30 gm ⁻³

These standards apply before entry of the stormwater into the receiving environment at a designated sampling point approved by the Council.

17. After allowing for reasonable mixing, with a mixing zone of 50 metres downstream of the discharge point at the Mangaone Stream, the discharge must not cause any of the following effects in receiving waters:
 - a. the production of any conspicuous oil or grease films, scums or foams, or floatable or suspended materials;
 - b. any conspicuous change in the colour or visual clarity;
 - c. any emission of objectionable odour;
 - d. the rendering of fresh water unsuitable for consumption by farm animals;
 - e. any significant adverse effects on aquatic life; and
 - f. an unionised ammonia concentration exceeding 0.025 g/m³.
18. The discharge must not cause concentrations of the contaminants of concern to exceed the Default Guideline Values for slightly to moderately disturbed ecosystems as specified in the Australian and New Zealand Guidelines for Fresh and Marine Water Quality (ANZECC, latest version), in the receiving waters of the Mangaone Stream, at sampling point MGO000155 (NZTM 1696463E-5677090N). The contaminants of concern are:
 - a. Asbestos;
 - b. Sulphur;
 - c. Selenium-based and phosphate-based fertilisers;
 - d. Organochloride pesticides;
 - e. Dichloro-diphenyl-trichloroethane;
 - f. Petroleum hydrocarbons;
 - g. Polycyclic aromatic hydrocarbons;
 - h. Polychlorinated biphenyl;
 - i. Heavy metals including;
 - i. Arsenic;
 - ii. Cadmium;
 - iii. Chromium;
 - iv. Copper;
 - v. Lead;
 - vi. Nickel; and
 - vii. Zinc

Consent 11416-1.0

Advice Note : Refer to the Australian and New Zealand Guidelines for Fresh and Marine Water Quality (ANZECC, 2018 or latest version) for the definition of Default Guideline Values.

General Advice Note: Archaeological Site

All archaeological sites are protected under the Heritage New Zealand Pouhere Taonga Act 2014. It is an offence under that Act to modify, damage or destroy an archaeological site, whether the site is recorded or not or the works are permitted under the Resource Management Act. An archaeological site is a place associated with pre-1900 human activity, where there is evidence relating to the history of New Zealand.

If you have reasonable cause to suspect an archaeological site may be present, you need to apply for an archaeological authority from Heritage New Zealand Pouhere Taonga before commencing works. If you encounter an archaeological site unexpectedly, you must immediately cease work and contact Heritage New Zealand Pouhere Taonga to obtain an archaeological authority. If koiwi tangata / human remains are discovered, the Police also need to be notified.

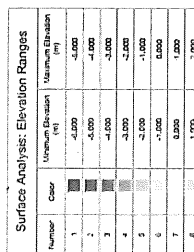
If you are uncertain, it is recommended you contact the Heritage New Zealand Central Region Office at infocentral@heritage.org.nz or 04 494 8320

Signed at Stratford on 12 February 2026

For and on behalf of
Taranaki Regional Council



A D McLay
Director - Resource Management



Officer Report for resource consent 11416-1.0

(Pursuant to section 42A of the Resource Management Act)

To	Fred McLay, Director – Resource Management Leah Miller, Manager – Resource Consents
From	Shaun Moffitt, Environmental Planner – Resource Consents
Consent	11416-1.0
Job Manager	Jared Glasgow, Compliance Manager
Document No	TRCID-1290311762-11402
Date	12 February 2026

To discharge stormwater and contaminants from earthworks, associated with the development of a commercial property, onto and into land in circumstances where it may enter the Mangaone Stream

Activity type	Discharge
Activity subtype	Land/Water - Stormwater
Activity status	Discretionary
Applicant	Bunnings (NZ) Limited
Site location	662 Devon Road, Waiwhakaiho
Grid reference(s)	1696413E - 5677132N
Catchment	Waiwhakaiho
Tributary	Mangaone
Recommendation	Grant with conditions Expiry: 12 February 2031

INTRODUCTION

1. Barker and Associates ('the agent') has lodged an application on behalf of Bunnings (NZ) Limited ('the applicant') to discharge stormwater and sediment from earthworks, associated with the development of a commercial property, onto and into land in circumstances where it may enter the Mangaone Stream.
2. The application documentation included:
 - a. an assessment of the environmental effects (AEE);
 - b. the status of the activity under the relevant Regional Plan;
 - c. a description of the environment;
 - d. a description of the activity; and
 - e. proposed mitigation measures.
3. My assessment of the application included discussion with Taranaki Regional Council ('the Council') staff familiar with the site and activity.

BACKGROUND

Site history and contamination

4. Due to past industrial activities, including the bulk storage and distribution of fertiliser, and the presence of asbestos in building materials, the site had soil contamination present in some areas of the site.
5. The bulk storage of fertiliser is a listed activity on the Hazardous Activities and Industries List1 (HAIL). In addition, the site is on the Register of Selected Land Use (RSLU) which identifies sites that have been systematically identified and investigated as a potentially contaminated site.
6. As a result, the previous owner of the site obtained a land use consent from New Plymouth District Council under the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (NES-CS), to remediate the site. The asbestos-containing structures were deconstructed and asbestos containing building material (ACM) properly disposed of offsite. Soil with contaminant concentrations above the soil quality objectives were removed from the site, with the exception of the areas shown in Figure 1 below.
7. A Site Validation Report (SVR) (Document Legacy ID [3237057](#)) was produced to outline and document the implementation of the remedial action plan and contaminated site management plan during the soil assessment, remediation and validation process.
8. The SVR confirms that the following contaminants were detected in soils on the site:
 - a. sulphur (as oxidised sulphuric acid, or reduced hydrogen sulphide);
 - b. selenium-based and phosphate-based fertilisers;
 - c. organochloride pesticides (OCP's);
 - d. dichloro-diphenyl-trichloroethane (DDT);
 - e. trace elements such as cadmium, fluoride and uranium;
 - f. asbestos and asbestos containing material (ACM);
 - g. lead (from lead-based paints);
 - h. total petroleum hydrocarbons (TPH) and benzene, toluene, ethylbenzene and xylene compounds (BTEX);
 - i. polycyclic aromatic hydrocarbons (PAHS);
 - j. polychlorinated biphenyls (PCB's); and
 - k. heavy metals (arsenic, boron, chromium, cobalt, copper, nickel, zinc).

¹ <https://environment.govt.nz/publications/hazardous-activities-and-industries-list-hail/>



Figure 1. Areas of Ongoing contamination at 662 Devon Road, Waiwhakaiho

Other consents

9. In addition to the stormwater and sediment consent, the agent also lodged an application for the discharge of contaminants (dust) to air from earthworks which exposes a contiguous area of soil more than 4 hectares (ha) in size (11417-1.0). It was identified that the applicant did not require this consent as the earthworks would be staged so that less than 4 ha of soil would be exposed at one time. Application 25-11417-1.0 has been withdrawn as a result (Email TRCID-1290311762-11547).
10. On 12 February 2020, a consent to discharge stormwater and sediment from the site (10788-1.0) was granted in order to allow the previous owner of the site to remediate contamination and develop the site into a commercial and retail complex. The commercial development did not progress, but the earthworks and site remediation did occur.

Section 92 Request

11. A S92 request² was sent to the agent on 2 September 2025 requesting an Erosion and Sediment Control Plan (ESCP), including the following:
 - a. the discharge locations and if they enter the NPDC Stormwater Network;
 - b. the timing of works;
 - c. the staging of each extraction area and how the staging relates to the erosion and sediment control devices
 - d. the design criteria and dimensions of all key erosion and sediment control structures (including catchment sizes for proposed controls);
 - e. works monitoring, including routine monitoring, rainfall triggers and significant rainfall event contingencies;
 - f. identification of key roles and responsibilities for ESCP implementation;
 - g. spill contingency planning;
 - h. stabilisation methods that will be used, including where and when; and
 - i. consideration of contaminated soils at the site and how they will be managed.
12. The agent provided an ESCP on 6 October 2025.
13. An email was sent to the agent on 10 October 2025 (Email [TRCID-1290311762-13825](#)) requesting the following to be included in the ESCP:
 - a. Details on the Sediment Retention Pond including the design of the level spreader, the number of decants and the number of holes per decant, and if the pond will be lined.
 - b. The timing and staging of the works and a spill contingency plan for site needs to be specified in the ESCP.
 - c. An updated Contaminated Site Management Plan which addresses the current earthworks proposed and include considerations of the information contained within the Site Validation Report completed for the remediated site.
14. The agent provided this information on 25 November 2025 (Email [TRCID-1290311762-15663](#)) and 12 January 2026 (Email [TRCID-1290311762-17573](#)) addressing all concerns.

DESCRIPTION OF THE PROPOSED ACTIVITY

Earthworks

15. The applicant proposes to discharge stormwater and sediment associated with earthworks to construct a new Bunnings Warehouse at 662 Devon Road, Waiwhakaiho. The discharge of contaminants will also occur due to the historical contamination of soils at the site.
16. The proposed earthworks will consist of an area of approximately 42,995 m² which are required to construct building platforms, access and parking areas, and services. This includes a total volume of 33,047 m³ which comprises of 16,473 m³ of cut and 16,574 m³ of fill including topsoil strip, with a maximum cut depth of 4.7 metres (m) and fill of 1.5 m. Figure 2 below shows the plan for the site.

² In accordance with s92(1) of the RMA.

17. The agent has stated that it is anticipated that the bulk earthworks will take over one year to complete with some works occurring in winter. However, winter works will be avoided as much as is practicable. Dust control measures will be implemented throughout the duration of the earthworks period, including water application and sheltering stockpiles on the site. The applicant has proposed to undertake the earthworks in 3 stages, which minimise each area to below 18,200 m².
18. The proposed works are separated from the stream by over 20 m at the nearest point. The discharge of stormwater, entrained sediment and contaminants will travel down a stabilised channel to the Mangaone Stream. Figure 2 below shows the proposed controls for the site. The following controls will be used:

Perimeter Bunds

19. Perimeter bunds will be installed along the borders of the site acting both as a clean water and dirty water diversion. The bunds will be compacted and stabilised with hay mulch or geotextile fabric.

Check Dams

20. Check dams will be constructed along flow paths and adjoining bunds to lengthen the approach paths water must travel along to reach different treatment devices. This is to reduce runoff speed, increase the opportunity for soakage, and allow more sediment to drop out of the discharge.

Sediment Retention Pond (SRP)

21. An SRP will be used to treat sediment prior to discharge. The SRP will discharge onto a stabilised pathway, approximately 115 m in length, which will direct the discharge to the Mangaone Stream. This can be seen in Figure 2 below.

Stabilised Entrance Ways

22. Stabilised entrance ways will be installed at all entrance points to prevent site access points from becoming sediment sources and to help minimise dust generation and disturbance of areas adjacent to the road frontage by giving a defined entry/exit point.

Standard silt fences

23. Silt fences will be used when necessary for small areas of disturbed soil and when there isn't a perimeter bund present. Silt fences will detain flows from runoff to reduce water velocity and to allow sediment to settle.

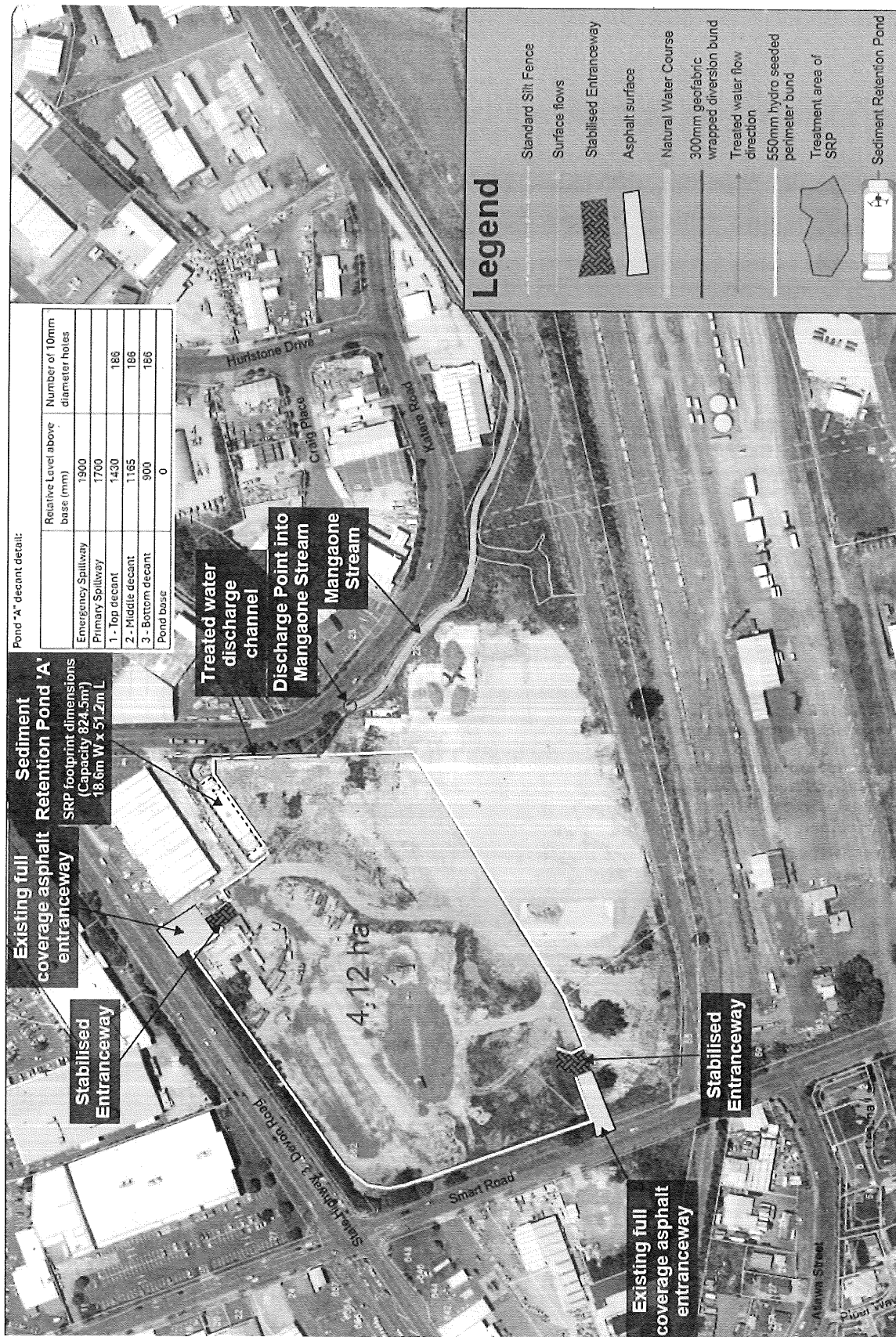


Figure 2. Appendix E, Location of Controls, Erosion and Sediment Control Plan, Rev 1 (Document TRCID-1290311762-13566).

Contaminated Soils

24. The proposal involves disturbing an area identified as "Council Land Area" (CLA) in Appendix E of the SVR (Document [TRCID-1290311762-16887](#)). The contaminants present in this area are unknown apart from lead and asbestos which have been confirmed to be present in this area in high concentrations. All other areas identified in the SVR as requiring long term management for contaminants will not be disturbed as part of this consent.
25. The building in the CLA was used as the contractor's site office during bulk earthworks and site remediation, and as a result it was not demolished at the time and the soil beneath it was not remediated. The current development proposal includes removing this building and undertaking earthworks within this part of the site. Once the building is removed, a suitably qualified environmental professional will complete targeted soil sampling across the former building footprint and the adjacent area near the Devon Road vehicle crossing to confirm whether contamination is present. These works will be undertaken as a separate stage from the bulk earthworks so that appropriate isolation and management controls can be installed if required.
26. In accordance with the Health and Safety at Work (Asbestos) Regulations 2016, an asbestos demolition survey will be completed on the structure to ensure that asbestos containing materials are identified prior to the demolition works so that they can be removed in a safe manner prior to disturbance. If the sampling confirms that contaminant levels in this area are within acceptable limits, the results will be provided to the Council, and no remediation will be necessary. If contaminants are identified above relevant guideline values, remediation will be carried out using appropriate methods. This may include controlled excavation, segregation of impacted and clean material, temporary stockpiling on an impermeable surface, covering to prevent dust, and the use of water misting or similar measures to manage dust and odour. Runoff will be contained on site and prevented from entering the stormwater network. Any contaminated soil will be transported to a licensed disposal facility, with all transport and disposal records retained.
27. An unexpected discovery protocol will apply if any unusual material is encountered, such as strong odours, staining, or asbestos-containing fragments during the land disturbance. Work will pause in the affected area until the material is assessed, and appropriate management measures confirmed. After any required remediation is completed, validation sampling will be undertaken to confirm this part of the site has been sufficiently remediated. A brief Site Validation Report will then be prepared documenting the building removal, soil testing results, any remediation undertaken, and disposal information, and this will be incorporated into the existing remediation records held for the site.

DESCRIPTION OF THE EXISTING ENVIRONMENT

28. The site is located at 662 Devon Road within the New Plymouth suburb of Waiwhakaiho. The surrounding landscape consists primarily of industrial, commercial, retail and service, and residential properties. The site is adjacent to other industrial uses.
29. Devon Road forms the northern boundary of the site. Across Devon Road, 'The Valley' shopping centre is situated to the north and the Waiwhakaiho River and is approximately 195 m north of the site. A railway line and rail freight yards are present to the south, along with Aotere Pā, which is located on land owned by Ngāti Tawhirikura Hapū. The eastern boundary is formed by the Mangaone Stream and Katere Road, with stormwater from Katere Road draining to the Mangaone Stream. To the west is Smart Road, with stormwater from Smart Road draining to the Waiwhakaiho River to the north.
30. The site itself is primarily grassed and contains the remnants of some building platforms. As stated above, remediation was undertaken at the site, however, some areas of contaminated soil remain as shown in Figure 1.
31. The Waiwhakaiho River (and its tributaries, including the Mangaone Stream) is a statutory acknowledgment of Te Atiawa Iwi. The site is located within the rohe of Te Atiawa and the cultural landscape of Ngāti Tawhirikura Hapū and Puketapu Hapū.

CONSULTATION

Iwi comments and considerations

32. The proposed activity is in the rohe of Te Atiawa. The Council sent a copy of the application to Te Kotahitanga o Te Atiawa (Te Kotahitanga) in accordance with agreed procedure.
33. No return correspondence has been received from Te Atiawa as of finalising this report.

Consultation carried out by the Applicant

34. The applicant has consulted with Ngāti Tāwhirikura and Puketapu Hapū regarding the development of the site. The applicant has kept Te Atiawa, as the recognised iwi authority, informed throughout the process with Te Kotahitanga indicating that engagement should be directed to the relevant hapū. Appendix 2, hapū consultation schedule, was provided with the application (Document [TRCID-1290311762-11265](#)) which outlines the majority of the consultation undertaken with hapū.
35. The applicant has demonstrated that they have undertaken meaningful engagement with Ngāti Tāwhirikura and Puketapu Hapū and that they intend to continue consulting with both hapū.
36. The issues that hapū have outlined, in consultation with the applicant, include visual, traffic and cultural impacts that may occur due to the construction of the building, the layout of the site and the traffic the new building may create. During consultation, there has been no concerns or issues raised regarding the proposed sediment and stormwater discharge which this consent pertains to.

LEGAL AND PLANNING MATTERS

The Resource Management Act 1991

37. Section 15 of the RMA states:
 - (1) No person may discharge any—
 - (a) contaminant or water into water; or
 - (b) contaminant onto or into land in circumstances which may result in that contaminant (or any other contaminant emanating as a result of natural processes from that contaminant) entering water; or
 - (c) contaminant from any industrial or trade premises into air; or
 - (d) contaminant from any industrial or trade premises onto or into land—
unless the discharge is expressly allowed by a national environmental standard or other regulations, a rule in a regional plan as well as a rule in a proposed regional plan for the same region (if there is one), or a resource consent.
 - (2) No person may discharge a contaminant into the air, or into or onto land, from a place or any other source, whether moveable or not, in a manner that contravenes a national environmental standard unless the discharge—
 - (a) is expressly allowed by other regulations; or
 - (b) is expressly allowed by a resource consent; or
 - (c) is an activity allowed by section 20A.
 - (2A) No person may discharge a contaminant into the air, or into or onto land, from a place or any other source, whether moveable or not, in a manner that contravenes a regional rule unless the discharge—
 - (a) is expressly allowed by a national environmental standard or other regulations; or
 - (b) is expressly allowed by a resource consent; or
 - (c) is an activity allowed by section 20A.
 - (3) This section shall not apply to anything to which section 15A or section 15B applies.

Regional Plans

38. The application was lodged on 7 August 2025. The following regional plan is applicable:

- Regional Fresh Water Plan for Taranaki.

Regional Fresh Water Plan for Taranaki

39. The *Regional Fresh Water Plan for Taranaki* (RFPW) details objectives, policies and rules relating to freshwater management in Taranaki. The RFPW has been operative since 2001.
40. The discharge of stormwater, entrained sediment and other contaminants to land where it may enter water, is a **discretionary** activity under rule 44 of the RFPW. The activity has not been assessed under Rules 25 to 27 (for the discharge of stormwater and sediment deriving from soil disturbance activities) as the discharge may entrain contaminants other than sediment from the site. Other contaminants may include those listed in paragraph 8.

NOTIFICATION DECISION

Notification Assessment

Public Notification

41. Section 95A of the RMA specifies the steps the decision maker must follow to determine whether an application is to be publicly notified. These steps are addressed in the statutory order below:

Table 1: Assessment of proposed activities against Section 95A of the RMA

Step 1	Mandatory public notification in certain circumstances An application must be publicly notified if any of the following criteria are met: a) The applicant has requested public notification; or b) Public notification is required under section 95C if there are any outstanding or refused requests for further information; or c) The application is made jointly with an application to exchange recreation reserve land.	<i>The application does not meet the criteria under a), b) or c).</i>
Step 2	If notification is not required by step 1, public notification precluded in certain circumstances An application cannot be public notified if either of the following criteria are met: a) The activity is for one or more activities and each activity is subject to a rule or NES that precludes notification; or b) The application is for a resource consent for 1 or more of the following but no other activities; i) A controlled activity ii) A restricted-discretionary, discretionary, or non-complying activity but only if the activity is a boundary activity.	<i>The application is not precluded from public notification under a) or b)</i>
Step 4	Public notification in special circumstances If an application has not been publicly notified as a result of any of the previous steps, then the council is required to determine whether special circumstances exist that warrant it being publicly notified (Section 95A(9) of the RMA). Special circumstances are those that are: a) Exceptional, abnormal or unusual, but something less than extraordinary or unique; b) Outside the common run of applications of this nature; or c) Circumstances which make notification desirable, notwithstanding the conclusion that the adverse effects will be no more than minor.	<i>There is nothing about the application to suggest that public notification should occur under the special circumstances provisions.</i>

Public Notification Conclusion

42. Having undertaken the section 95A public notification tests, I recommend that this application be processed without public notification because the proposed discharge is a controlled activity.

Limited Notification

43. If the application is not publicly notified under section 95A, the decision maker must follow the steps set out in section 95B to determine whether to limited notify the application. These steps are addressed in the statutory order below:

Table 2: Assessment of proposed activities against Section 95B of the RMA

Step 1	Certain affected groups and affected persons must be notified If the consent authority determines any of the following persons/groups affected, these persons/groups must be limited notified: a) Protected customary rights group or customary marine title groups; b) An affected person under section 95E to whom statutory acknowledgement is made in Schedule 11 of the Act (if the proposed activity is on or adjacent to or may affect, land that is the subject of a statutory acknowledgement).	<i>There are no persons/groups determined affected.</i>
Step 2	If not required by step 1, limited notification precluded in certain circumstances An application cannot be limited notified if either of the following criteria are met: a) The activity if for one or more activities and each activity is subject to a rule or NES that precludes notification.	<i>The application is not precluded from limited notification by a rule or NES.</i>
Step 3	If not precluded by step 2, limited certain other affected persons must be notified Limited notification is required when: a) In the case of a boundary activity, an owner of an allotment with an infringed boundary is an affected person in accordance with section 95E. b) In the case of any other activity, a person is determined an affected person in accordance with section 95E.	<i>The section of the report titled 'Assessment of adversely affected persons' addresses the adverse effects of the activity on a person. The assessment concludes that the adverse effects of the proposal on any person are less than minor.</i>
Step 4	Further notification in special circumstances If the consent authority determines special circumstances exist in relation to the application that warrant notification of the application to any other persons not already determined to be eligible for limited notification (excluding persons assessed under section 95E as not being affected persons), limited notification is required. Special circumstances are those that are: a) Exceptional, abnormal or unusual, but something less than extraordinary or unique; b) Outside the common run of applications of this nature; or c) Circumstances which make notification desirable, notwithstanding the conclusion that the adverse effects will be no more than minor.	<i>There is nothing about the application to suggest that limited notification should occur under the special circumstances provisions.</i>

Assessment of adversely affected persons (Sections 95B(8) and 95E)

44. The following assessment addresses whether there are any affected persons that are required to be limited notified.
45. In determining whether a person is an affected person:
- a. A person is affected if adverse effects on that person are minor or more than minor (but not less than minor);

- b. Adverse effects permitted by a rule in a plan or NES (the permitted baseline) may be disregarded; and
 - c. The adverse effects on those persons who have provided their written approval must be disregarded.
46. The agent has not considered whether there are any affected persons.
47. I conclude that there are no persons adversely affected by the proposal because the discharge will not impact neighbouring properties and consultation undertaken by the applicant has demonstrated that any adverse effects on iwi/hapū will be less than minor.

Limited Notification Conclusion

48. Having undertaken the Section 95B limited notification tests, I recommend that this application be processed without limited notification.

OVERALL NOTIFICATION RECOMMENDATION

49. For the above reasons I recommend that this application is decided on a non-notified basis.

RECOMMENDATION ON THE SUBSTANTIVE DECISION

50. Having determined that this application can proceed on a non-notified basis, I can now consider whether this application should be granted or refused. Prior to making a recommendation on that determination, Section 104 of the RMA specifies what must be considered when determining an application.

Consideration of Applications (Section 104)

51. Section 104(1) of the RMA outlines the matters which, subject to Part 2 of the RMA, the consent authority must have regard to in considering an application.
52. The Court of Appeal considered the application of Part 2 under section 104 in *R J Davidson Family Trust v Marlborough District Council*³. That decision found it is necessary to consider Part 2 in making decisions on consent applications, where it is appropriate to do so. Whether it is "appropriate" depends on the planning documents in question.
53. The Court of Appeal stated that consent authorities should continue to undertake a meaningful assessment of the objectives and policies of the relevant plan. Where those documents have been prepared having regard to Part 2 of the RMA, and with policies designed to achieve clear environmental outcomes, consideration of Part 2 is not likely to be necessary as "*genuine consideration and application of relevant plan considerations may leave little room for Part 2 to influence the outcome*". The consideration of Part 2 is not prevented, but it cannot be used to justify an application that is otherwise not supported by objectives and policies.
54. In light of this judgment, Part 2 of the RMA is required to be considered when determining an application for resource consent, but the objectives and policies still hold significant weight, and in most cases (unless the plan has not been prepared in accordance with Part 2), will largely be determinative unless the consent authority has doubt as to whether the planning documents have been prepared in a manner that appropriately reflects Part 2.
55. In this case I am satisfied that, with respect to the activity being considered, the policy documents give effect to Part 2. I have therefore made no specific Part 2 assessment.

Actual and Potential Effects (Section 104(1)(a)) and Offsets/Compensation (Section 104(1)(ab))

56. Section 104(1)(a) of the RMA requires decision makers to have regard to the actual and potential effects of an activity.

³ *R J Davidson Family Trust v Marlborough District Council* [2018] NZCA 316, [2018] 3 NZLR 283.

57. My assessment concludes that, subject to the mitigation proposed by the applicant, the adverse effects of the proposal on the environment are less than minor.
58. The discharge of stormwater and sediment from the site has the potential to cause increased turbidity in the Waiwhakaiho River and in the Mangaone Stream and potential contamination of the streams due to historical contamination that is present in the soil at the site.

Discharge of sediment and contaminants into the Waiwhakaiho River and Mangaone Stream.

59. Increases in turbidity and sediment within the Waiwhakaiho River and the Mangaone Stream can occur due to erosion of exposed surfaces and the subsequent discharge of sediment laden stormwater from the site. This can occur due to poor site management and the incorrect use and sizing of erosion and sediment controls.
60. High turbidity and sediment load can adversely affect water quality and aquatic life, via the deposition of sediment over spawning grounds, putting more strain on the gills of fish, decreasing light penetration for aquatic plant life, decreasing food availability and making water unsuitable for stock drinking. High turbidity decreases visibility within surface water which adversely impacts native fish of which the majority rely on sight to hunt.
61. Due to the historical contamination of soils at the site, there is potential for other contaminants to be discharged as well. These contaminants have been listed in paragraph 8 of this report. These contaminants can adversely affect water quality and aquatic life if entrained in stormwater and discharged off the site.
62. The agent has stated that the proposed earthworks are "considered to be appropriately managed through the erosion and sediment control measures proposed. As a result, any potential effects on the surrounding environment are expected to be less than minor."
63. Callum MacKenzie, Council Scientist – Land and Water, has reviewed the application (Document TRCID-1290311762-11367) and has stated the following:
 - a. Provided offsite discharges are controlled to prevent entrainment of excess sediment and contaminants, the activity will not have an adverse effect on the environment;
 - b. Most of the site soils have been remediated to commercial guideline values which are significantly higher than natural background levels, so consideration must be given to this in the ESCP;
 - c. The site validation report notes that there are some areas of the site that were not remediated, and which require ongoing management plans;
 - d. Further details of how stormwater and sediment will be managed during the works are required. The ESCP provided in the application is an indicative diagram showing the minimal erosion and sediment control controls. This does not constitute a ESCP and does not address management of elevated levels of contaminants across the site;
 - e. Any discharges to the Waiwhakaiho River or Mangaone Stream must not result in exceedances of the Default Guideline Values for toxicants in freshwater (95% species protection) from the Australian & New Zealand Guidelines for Fresh & Marine Water Quality, determined by comparison of upstream and downstream water samples. Conditions have been recommended requiring that the discharge does not breach the relevant standards for the contaminants of concern present at the site.
64. The agent provided an ESCP on 6 October 2025 in response to a request for further information (Email TRCID-1290311762-13567).
65. Mr MacKenzie reviewed the ESCP (Email TRCID-1290311762-13975) and stated the following:
 - a. The Contaminated Site Management Plan (CSMP) was developed prior to the remedial works and therefore does not address the current state of the site or contamination found during the works.

- b. The ESCP should also reference the final version of the Site Validation Report (Version 3) and detail how remaining areas of contamination above commercial guideline values will be managed.
 - c. In my opinion, the scale of this project and the environmental risks presented by this site justify the development of a new CSMP. Or, at the very least, an updated version which includes consideration of information contained in the SVR.
66. Sarah Moorcock, Council Compliance Officer – Enforcement, has reviewed the application and the ESCP (Document [TRCID-1290311762-11367](#)) and has stated the following:
- a. Provided the earthworks are undertaken in accordance with the relevant resource consent conditions and an approved, certified ESCP, any potential adverse effects on the environment are expected to be limited.
 - b. The works involve significant soil disturbance and stormwater management, but with appropriate erosion and sediment controls, risks of sediment mobilisation can be effectively managed.
 - c. Crucially, should previously unidentified contamination be discovered during construction, the ESCP must specifically address how erosion and sediment controls, as well as dust management will be implemented to prevent offsite discharges.
 - d. The ESCP does not provide sufficient detail regarding the sediment retention pond (SRP), including the level spreader, the number of decants, and the number of holes per decant. It is also unclear whether the SRP will be lined. The timing and staging of the works are not specified, nor is there mention of a spill contingency plan. Staging could be more clearly defined and incorporated into the methodology, with specific procedures and controls outlined for each stage of the works to ensure effective management of sediment and potential contaminants.
67. The agent provided an updated ESCP on 25 November 2025 (Email [TRCID-1290311762-15663](#)) and 12 January 2026 (Email [TRCID-1290311762-17573](#)) addressing all concerns identified by Council staff.
68. The agent provided an email on 1 December 2025 summarising how contaminated soil will be managed during the works (Email [TRCID-1290311762-15880](#)), and a formal letter outlining the same information on 12 January 2026 (Document [TRCID-1290311762-17558](#)).
69. Mr MacKenzie agreed that a Contamination Management Plan (CMP) could be provided through a consent condition. As a result, condition 6 has been recommended requiring a CMP to be provided prior to any works occurring within the area that has not yet been remediated. The agent and applicant have agreed to this condition (Email [TRCID-1290311762-17590](#)).
70. Implementation of a ESCP certified under condition 7 and CMP will ensure that sediment and other contaminants will be appropriately managed on site, and any potential effects will be less than minor.

Cultural effects

- 71. The proposed discharge has the potential to impact Māori cultural values, particularly if contaminants reach water. This can result in adverse effects such as contamination of kaimoana, loss of mauri, and breaches of tikanga and Māori customs. However as discussed above, provided the site works and resulting discharge are appropriately managed, any adverse effects will be less than minor. Iwi and hapū did not raise any specific concerns regarding the proposed discharge during consultation undertaken by the applicant.

Positive effects

72. The definition of 'effect' in the RMA also includes "*positive effects*". The applicant has identified the following positive effects:
- Enabling development of a currently vacant site;
 - The creation of new job opportunities within the region; and
 - The construction of a new Bunnings Warehouse will increase availability of trade retail suppliers and give a greater range of options for customers.

Summary of effects

73. Overall, I conclude that the adverse effects of the proposal are acceptable subject to the recommended conditions and will result in the positive effects identified above.

Relevant Statutory Provisions (Section 104(1)(b))

74. Section 104(1)(b) of the RMA requires the decision maker to have regard to the relevant provisions of the following documents:
- A national environmental standard;
 - Other regulations;
 - A national policy statement;
 - A New Zealand coastal policy statement;
 - A regional policy statement or proposed regional policy statement; and
 - A plan or proposed plan.
75. Of relevance to this application are the following documents and provisions:
- National Policy Statement for Freshwater Management (NPS-FM);
 - Regional Policy Statement for Taranaki (RPS); and
 - Regional Fresh Water Plan for Taranaki (RFPW);

National Policy Statement for Freshwater Management (NPS-FM)

76. The NPS-FM provides national level direction on the management of freshwater. It includes an objective and policies, and a national objective framework that must be implemented by regional councils (primarily through a regional plan process). Section 104(2F) of the RMA excludes the consent authority from having regard to the objective of the NPS-FM or clause 1.3(5) (relating to the hierarchy of obligations), when considering a consent application.
77. I have had regard to the policies of the NPS-FM. Those policies that are particularly relevant to the activity are summarised in Table 4 below.

Table 3: NPS-FM and policies relevant to this application

Policies	Summary of the policy
Policy 1	Freshwater is managed in a way that gives effect to Te Mana o te Wai.
Policy 2	Tangata whenua are actively involved in freshwater management, and Māori freshwater values are identified and provided for.
Policy 3	Freshwater is managed in an integrated way.
Policy 5	Freshwater is managed to ensure that the health and well-being of degraded water bodies and freshwater ecosystems is improved, and is maintained and (if communities choose) improved in all other waterbodies.
Policy 15	Communities are enabled to provide for their social, economic, and cultural well-being in a way that is consistent with this National Policy Statement.

78. The primary policy above is that freshwater is managed in a way that gives effect to Te Mana o te Wai. The definition of Te Mana o te Wai includes the following paragraphs.
79. Te Mana o te Wai is a concept that refers to the fundamental importance of water and recognises that protecting the health of freshwater protects the health and well-being of the wider environment. It protects the mauri of the wai. Te Mana o te Wai is about restoring and preserving the balance between the water, the wider environment, and the community.
80. The approach for implementing Te Mana o Te Wai is prescribed in section 3.2 of the NPS-FM. Fundamental to this approach is that the Council must engage with communities and tangata whenua to determine how Te Mana o Te Wai applies to water bodies and freshwater ecosystems in Taranaki through the Plan development process.
81. In the absence of any engagement with the community and tangata whenua, giving effect to Te Mana o Te Wai cannot be adequately achieved through the consent process at this time. However, recognising that the health and wellbeing of water is the top priority, at the very least any adverse effects on the water and aquatic ecosystems must not be significant.
82. As detailed in the section of the report titled 'Actual and Potential Effects' the activity would not result in significant adverse effects on water or aquatic ecosystems.

Regional Policy Statement for Taranaki (RPS)

83. The RPS contains a number of policies which are relevant to the application. However, as the RFWP gives effect to the RPS, the majority of these policies are refined and expanded on in the RFWP, which is discussed below. Given that the activity is consistent with the RFWP, which gives effect to the RPS, I consider a specific assessment of the policies in the RPS is not required.

Regional Fresh Water Plan for Taranaki (RFWP)

84. I have had regard to the policies of the RFWP. Those that are particularly relevant to the activity are summarised in Table 4 below.

Table 4: Policies of particular relevance

Policy number	Commentary
3.1.2	Having regard to matters such as fishery values, aesthetic values, ecosystems, habitats and hydrological characteristics, adverse effects on natural character, ecological and amenity values will be avoided, remedied or mitigated.
3.1.3	Having regard to certain matters, adverse effects on the life-supporting capacity of freshwater will be safeguarded and effects on habitats and ecosystems will be avoided, remedied or mitigated.
4.1.1	Protecting as far as practicable, adverse effects on wahi tapu and other sites of cultural significance to Māori.
4.1.2	Avoiding to the fullest extent practicable adverse effects on mahinga kai and habitats of species harvested by Tangata whenua.
5A.1.1 & 5A.1.2	Avoiding any adverse effects of the activity on the life-supporting capacity of freshwater and ecosystems, that are likely to be more than minor, or on people's health as affected by their secondary contact with fresh water.
6.2.1	When managing point source discharges to land and surface water, Council will recognise and provide for the different values and uses of surface water.
6.2.2	Ensuring adverse effects from point-source discharge of contaminants to land and surface water are avoided remedied or mitigated.
6.2.3	Requiring waste reduction and treatment practices which avoid, remedy or mitigate the adverse environmental effects of point-source discharge of contaminants into surface water, or, onto or into land.
6.2.4	Requiring the adoption of the best practicable option to prevent or minimise the effects on the environment when discharging contaminants.

Other Relevant Matters (104(1)(c))

85. In accordance with Section 104(1)(c), the consent authority can consider any other matter relevant and reasonably necessary to determine the application.
86. I consider that other matters that the decision maker may wish to consider include:
- Iwi Management Plans.

Iwi Management Plans

87. The proposed activity is located in the rohe of Te Atiawa Iwi.
88. The Te Atiawa Iwi Environmental Management Plan (IEMP), Tai Whenua, Tai Tangata, Tai Ao, is a statement of rangatiratanga and kaitiakitanga over the environmental and cultural resources within the Te Atiawa rohe. The IEMP is also a guide to assist central government agencies, regional and district councils and other consenting authorities with understanding the issues of significance to Iwi, and for input into resource consent and plan development/review processes.

Policy/objective	Summary of the policy	Council Assessment
Ob. TTAN 6.1	Wāhi tapu/wāhi taonga, urupā and sites of significance to Māori are protected from damage, modification, desecration or destruction.	An advice note reminding the applicant of its legal obligations under the Heritage New Zealand Pouhere Taonga Act 2014 has been included in the conditions. The applicant is consulting with Ngāti Tāwhirikura and Puketapu Hapū. Aotere Pā, which was previously part of the subject site, has since been subdivided off the property and given to Ngāti Tāwhirikura.
Pol. TTAN 6.1	Prohibit damage, modification, desecration, destruction of wāhi tapu/wāhi taonga, urupā and sites of significance to Māori.	
Pol. TTAN 6.4	Require regional and district councils and applicants recognise Heritage New Zealand Pouhere Taonga and their legal obligations under the Heritage New Zealand Pouhere Taonga Act 2014 to manage activities where there is any potential to damage, modify or destroy an archaeological site.	
Pol. TTAN 6.6	Require that native vegetation removed or damaged during land disturbance is replaced to a level that results in a net biodiversity benefit	There is little native vegetation present onsite. The majority of vegetation present is grass. The riparian margins between the site and the Mangaone Stream will not be disturbed by the earthworks.
Pol. TTAN 6.7	Require adequate sediment and silt control measures adjacent to Te Atiawa Statutory Acknowledgement waterways, including but not limited to: a) minimising the extent of land cleared and left bare at any given time; and b) capture of run-off and sediment via control such as silt traps and fences, and these structures are monitored and cleared regularly to ensure effectiveness	An ESCP was requested via a further information request and has since been certified by the Council. This ESCP proposes suitable controls which minimise erosion and sediment discharge from the site.
Ob. TTAN 10.1	Use and development of land is done in a manner where levels of contamination are maintained below the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 and subsequent amendments	The majority of the site has already been remediated to levels of contamination which are below what is outlined in the NES-CS. Any contamination discovered during the works will be remediated.
Pol. TTAN 10.1	Require that landowners identify and appropriately manage the following issues: a) Nature of contamination; b) Level of contamination/environmental risk; c) Where the contaminated land originated (if moved); d) Potential leaching and run-off; e) Proposed land changes; f) Remediation of land to a clean condition if soil testing results show that contamination is over guideline levels; and g) cost of remediation remains with original owner of the contamination.	As part of the consent conditions, the applicant will be required to submit a Contamination Management Plan to the Council for certification. The plan will require the following: a. Sampling that will be undertaken; b. The erosion and sediment controls that will manage stormwater and contaminant runoff; c. An unexpected discovery protocol; and d. Remediation measures that will occur for any contaminated soil discovered.

89. It is considered that the proposal generally aligns with the objectives and policies of the Te Atiawa IEMP.

Other Section 104 Matters

90. I have also considered those other matters in Section 104 of the RMA to determine whether they affect my recommendation. I consider that the following other matters in Section 104 are relevant:
- a. 104G: Activities affecting drinking water supplies.

Consideration of activities affecting drinking water supplies (Section 104G)

91. Section 104G of the RMA requires consent authorities to have regard to:
- a. The actual or potential effect of the proposed activity on the source of a registered drinking water supply; and
 - b. Any risks that the proposed activity may pose, that are identified within a source water risk management plan.
92. have had regard to the above matters and note that there is no source for a registered drinking water supply which is likely to be affected by the proposed activity.

Matters Relevant to Certain Applications (Section 105(1))

93. In addition to the matters in Section 104(1) of the RMA, Section 105(1) also requires decision makers to have regard to the following matters for applications that would contravene Section 15 or Section 15B of the RMA:
- a. The nature of the discharge and the sensitivity of the receiving environment to adverse effects;
 - b. The applicant's reasons for the proposed choice; and
 - c. Any possible alternative methods of discharge, including discharge into any other receiving environment.
94. I have had regard to the above matters and note that the adverse effects of the discharge are less than minor, and that there are no possible alternatives. The applicant's reasons for the proposed choice are that the discharge of stormwater and sediment is required in order to develop the site

Determination of Application

95. Having had regard to those matters specified in Section 104(1) and Section 105(1), it is then necessary to consider those matters relevant to determining the application, as determined by its status.
96. The application is for a discretionary activity, and therefore I must consider the following matters when considering whether to recommend granting or refusing the application.

Determination of Applications for Discretionary Activities (Section 104B)

97. In accordance with Section 104B of the RMA, after considering an application for a resource consent for a **discretionary activity**, a consent authority:
- a. *May grant or refuse the application; and*
 - b. *If it grants the application, may impose conditions under section 108 of the RMA.*

Restrictions on Grant of Certain Discharge Permits (Section 107)

98. Under Section 107(1) of the RMA a consent authority shall not grant a resource consent for the discharge of a contaminant into water, or onto or into land, if after reasonable mixing the discharge is likely to give rise in the receiving waters to:
- a) the production of conspicuous oil or grease films, scums, foams, floatable or suspended material;
 - b) any conspicuous change in the colour or visual clarity:

- c) any emission of objectionable odour;
 - d) the rendering of fresh water unsuitable for consumption by farm animals;
 - e) any significant adverse effects on aquatic life.
99. I consider that the discharge will not give rise to any of the effects specified in Section 107(1), and therefore the resource consent may be granted.

Overall recommendation

100. Having had regard to those matters in Section 104 and Section 105, and that consent must be granted in accordance with Sections 104, 104B and 107 of the RMA, I recommend granting the resource consent subject to the conditions and duration recommended below.

Conditions of Resource Consent (Section 108)

101. Section 108 of the RMA enables the consent authority to impose conditions subject to those restrictions specified in Section 108 and Section 108AA.
102. If the decision maker agrees with my recommendation to grant this application, I recommend conditions, be imposed. The agent and the applicant's civil engineer have reviewed this Officer's Report and recommended conditions and have confirmed that they are happy with the conditions (Email [TRCID-1290311762-17938](#)).

Reasons for decision (Section 113(4))

103. The reasons for the decision I have recommended are detailed in this report. However, in summary, they are:
- a. Granting the application is consistent with National Policy Statements, the RPS, Regional Plans and consistent with the purpose and principles of the RMA; and
 - b. Undertaking the activity in accordance with the conditions recommended is unlikely to cause any significant adverse effects on the environment.

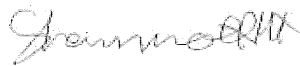
Duration (Section 123)

104. Section 123 of the RMA details the possible durations of resource consent. The agent has not requested a consent duration but has stated that the earthworks will take around 1 year to complete.
105. Therefore, I consider a duration of 5 years is appropriate for this application. A 5-year duration will provide sufficient time for the applicant to complete the earthworks, while allowing room for possible delays.

Monitoring programme and cost estimates

106. If the decision maker agrees with my recommendation to grant this application, monitoring of the consent will be required to ensure that the discharge of stormwater and contaminants complies with what is authorised, and that environmental effects are consistent with the assessment presented in this report.
107. The activity involves work occurring over an approximate 12-month period and the potential for significant environmental effects is only during the work and shortly afterwards. Therefore, the required monitoring will be achieved by a short-term monitoring programme, primarily involving a series of inspections.
108. Recommended consent conditions require the consent holder to advise the Council about progress on the activity so the monitoring programme can be scheduled appropriately. The Council will be in touch to outline the monitoring requirements and anticipated costs separately.

Prepared by:
Name:



Date: 21 January 2026

Shaun Moffitt
Environmental Planner – Resource Consents

Reviewed by:
Name:



Date: 22 January 2026

Kim Giles
Principal Planner – Resource Consents

Reviewed by:
Name:



Date: 5 February 2026

Leah Miller
Manager – Resource Consents

Recommendation
Confirmed:
Name:



Date: 12 February 2026

AD McLay
Director – Resource Management

RECOMMENDED CONDITIONS

Resource Consent: 11416-1.0

Applicant: Bunnings (NZ) Limited

Recommended Expiry Date: 12 February 2031

Purpose: To discharge stormwater and contaminants from earthworks, associated with the development of a commercial property, onto and into land in circumstances where it may enter the Mangaone Stream

General condition

- a. The consent holder must pay to the Taranaki Regional Council ('the Council') all the administration, monitoring and supervision costs of this consent, fixed in accordance with section 36 of the Resource Management Act 1991.

Special conditions

1. This consent authorises the discharge of stormwater, entrained sediment and contaminants from no more than 4.3 hectares of land where earthworks are being undertaken for the purpose of developing a commercial property, as shown in Appendix 1.
2. The discharge must be undertaken in general accordance with the methods detailed in the application documentation and the following documents:
 - a. *Ravensdown Contaminated Site Management Plan*, Version 4, dated 7 March 2018 (Document TRCID-1290311762-16888);
 - b. *Site Validation Report*, Revision 3 dated 18 December 2023 (Document TRCID-1290311762-16887);
 - c. *Contamination Summary – 662 Devon Road, New Plymouth*, dated 12 January 2026 (Document TRCID-1290311762-17853).

Where the information, supporting plans, correspondence, reports and technical appendices included above are inconsistent with the conditions of consent set out below, the conditions prevail.

3. Unless an alternative method is specified, any submission of plans, notification or reporting requirements and requests for a site meeting must be completed and submitted using the "Notification of Work" form available on the Council's website (<http://bit.ly/TRCWorkNotificationForm>).
4. The consent holder must at all times adopt the best practicable option, as defined in section 2 of the Resource Management Act 1991, to prevent or minimise any actual or likely adverse effect on the environment associated with the discharge of contaminants from the site.
5. No less than 2 working days before commencing any works that may result in the discharge of stormwater or sediment, the consent holder (or their representative) must:
 - a. notify the Council of the intended commencement date, including the consent number and a brief description of the work; and
 - b. arrange a site meeting with the Project Manager, Principal Contractor, and a Council Officer directly responsible for monitoring compliance with this consent. The purpose of this meeting is for the consent holder to present the proposed measures to achieve compliance with conditions of this consent.

6. Prior to commencing any earthworks in the area labelled "Council Land Area" (CLA) in Appendix E of the *Site Validation Report* (Document [TRCID-1290311762-16887](#)), the consent holder must provide a Contamination Management Plan (CMP) to the Council for certification. The objective of the CMP is to demonstrate how the consent holder will monitor and manage contaminated soil within the CLA, including detailed site management methods and techniques and how compliance with the consent conditions will be achieved. The CMP must include, but is not limited to, the following:
 - a. Sampling that will be undertaken within the CLA;
 - b. The erosion and sediment controls that will manage stormwater and contaminant runoff from the CLA;
 - c. An unexpected discovery protocol; and
 - d. Remediation measures that will occur for any contaminated soil discovered which exceeds the soil quality objectives outlined in table 3 of the *Site Validation Report*.
7. The CMP must be prepared by a suitably qualified and experienced person (SQEP) and certified by the Council that it meets the requirements of this condition.
8. Prior to the commencement of the consented activity, the consent holder must submit an Erosion and Sediment Control Plan to the Council for certification. The objective of the ESCP is to demonstrate how the site will be managed to minimise discharges to the receiving environment, including detailed site management methods and techniques, and how compliance with consent conditions will be achieved. The ESCP must include but not limited to, the following:
 - a. the timing of works;
 - b. the staging of each extraction area and how the staging relates to the erosion and sediment control devices;
 - c. the design criteria and dimensions of all key erosion and sediment control structures (including catchment sizes for proposed controls);
 - d. works monitoring, including routine monitoring, rainfall triggers and significant rainfall event contingencies;
 - e. identification of key roles and responsibilities for ESCP implementation;
 - f. spill contingency planning; and
 - g. stabilisation methods that will be used, including where and when.
9. The consented activity must be undertaken in accordance with the certified ESCP and CMP, and the consent holder must ensure that a copy of the certified plans are kept onsite.
10. If the consent holder identifies or the Council determines that any incidents, non-compliances, or site changes are inadequately addressed by the current ESCP or CMP, the consent holder must update the ESCP/CMP accordingly and submit it for re-certification. Any reviews or amendments must remain within the scope of this consent and align with the plan objectives. The consent holder must ensure that their copy of the certified ESCP/CMP is updated within five working days of any amendments being certified.
11. Unless alternative sediment control measures that achieve an equivalent standard are agreed to by the Council, all run off from any area of exposed soil exceeding 0.3 ha must pass through sediment retention ponds as described below:
 - a. On sites with slopes less than 10 percent and less than 200 metres in length a sediment retention pond with a minimum volume of 2 per cent of the contributing catchment (200 m³ capacity for each ha of contributing catchment); and
 - b. On sites with slopes greater than 10 per cent and/or more than 200 metres in length a sediment retention pond with a minimum volume of 3 per cent of the contributing catchment (300 m³ capacity for each ha of contributing catchment).
12. The obligation described in condition 11 above shall cease to apply, and the erosion and sediment control measures may be removed, in areas where the site is stabilised.

13. The consent holder must progressively stabilise, and re-contour any disturbed areas, to minimise sediment runoff and erosion within a period not exceeding three days after completion of works authorised by this consent. The consent holder must monitor and maintain the site until vegetation is established to such an extent that it prevents erosion and sediment from entering any water body.

Advice Note: For the purposes of this consent, 'stabilised' in relation to any site or area means inherently resistant to erosion, or rendered resistant through methods such as rock placement, application of aggregate, grassing, mulching, temporary geosynthetic erosion control systems (e.g. geotextiles, erosion matting), or other techniques to the reasonable satisfaction of the Council. Methods must align with the Waikato Regional Council Erosion and Sediment Control Guidelines for Soil Disturbing Activities 2009 where applicable. Where seeding or grassing is used on a surface that is not otherwise erosion resistant, the surface will be considered stabilised once, in the reasonable opinion of a Council officer, a minimum 80% vegetative cover has been established following visual inspection.

14. Prior to the commencement of the consented activity, the consent holder must submit to the Council "As Built Certification Statements" signed by an appropriately qualified and experienced professional certifying that the decanting earth bunds have been constructed in accordance with the certified ESCP. Information contained in the certification statement must include as a minimum:
- confirmation of contributing catchment areas;
 - the location, capacity and design of each structure;
 - position of inlets and outlets; and
 - any other relevant matter.
15. As far as practicable, all clean water run-off from stabilised surfaces including catchment areas above the site must be diverted away from the exposed areas via a stabilised system to prevent erosion.
16. Constituents of the discharge must meet the standards shown in the following table.

Constituent	Standard
pH	Within the range 6.0 to 9.0
suspended solids	Concentration not greater than 100 gm ⁻³
total recoverable hydrocarbons	Concentration not greater than 15 gm ⁻³
dissolved reactive phosphorus	Concentration not greater than 30 gm ⁻³

These standards apply before entry of the stormwater into the receiving environment at a designated sampling point approved by the Council.

17. After allowing for reasonable mixing, with a mixing zone of 50 metres downstream of the discharge point at the Mangaone Stream, the discharge must not cause any of the following effects in receiving waters:
- the production of any conspicuous oil or grease films, scums or foams, or floatable or suspended materials;
 - any conspicuous change in the colour or visual clarity;
 - any emission of objectionable odour;
 - the rendering of fresh water unsuitable for consumption by farm animals;
 - any significant adverse effects on aquatic life; and
 - an unionised ammonia concentration exceeding 0.025 g/m³.

18. The discharge must not cause concentrations of the contaminants of concern to exceed the Default Guideline Values for slightly to moderately disturbed ecosystems as specified in the Australian and New Zealand Guidelines for Fresh and Marine Water Quality (ANZECC, latest version), in the receiving waters of the Mangaone Stream, at sampling point MGO000155 (NZTM 1696463E-5677090N). The contaminants of concern are:
- a. Asbestos;
 - b. Sulphur;
 - c. Selenium-based and phosphate-based fertilisers;
 - d. Organochloride pesticides;
 - e. Dichloro-diphenyl-trichloroethane;
 - f. Petroleum hydrocarbons;
 - g. Polycyclic aromatic hydrocarbons;
 - h. Polychlorinated biphenyl;
 - i. Heavy metals including;
 - i. Arsenic;
 - ii. Cadmium;
 - iii. Chromium;
 - iv. Copper;
 - v. Lead;
 - vi. Nickel; and
 - vii. Zinc

Advice Note : Refer to the Australian and New Zealand Guidelines for Fresh and Marine Water Quality (ANZECC, 2018 or latest version) for the definition of Default Guideline Values.

General Advice Note: Archaeological Site

All archaeological sites are protected under the Heritage New Zealand Pouhere Taonga Act 2014. It is an offence under that Act to modify, damage or destroy an archaeological site, whether the site is recorded or not or the works are permitted under the Resource Management Act. An archaeological site is a place associated with pre-1900 human activity, where there is evidence relating to the history of New Zealand.

If you have reasonable cause to suspect an archaeological site may be present, you need to apply for an archaeological authority from Heritage New Zealand Pouhere Taonga before commencing works. If you encounter an archaeological site unexpectedly, you must immediately cease work and contact Heritage New Zealand Pouhere Taonga to obtain an archaeological authority. If koiwi tangata / human remains are discovered, the Police also need to be notified.

If you are uncertain, it is recommended you contact the Heritage New Zealand Central Region Office at infocentral@heritage.org.nz or 04 494 8320.

Appendix 1 – Bulk Earthworks Plan, Sheet No. C-200, Revision 4, dated 23 June 2025



- Notes:**
- Plan shows change in levels to existing ground as proposed (each foot, finished floor)
 - Any data not related to be used as it is to be approved by a Geotechnical Engineer
 - To be read in conjunction with EROD Geotechnical Engineering Report

Earthworks Summary

- Area of cut: 15,123m²
- Area of fill: 11,277m²
- Volume of cut: 15,123m³
- Volume of fill: 11,277m³
- Net volume: 3,846m³
- Net volume of cut: 15,123m³
- Net volume of fill: 11,277m³
- Net volume of cut: 15,123m³
- Net volume of fill: 11,277m³
- Net volume of cut: 15,123m³
- Net volume of fill: 11,277m³

Legend

- Property boundary
- Change in levels
- Existing ground
- Proposed ground

Surface Analysis: Elevation Ranges

Number	Color	Minimum Elevation (m)	Maximum Elevation (m)
1		-5.000	-4.000
2		-4.000	-3.000
3		-3.000	-2.000
4		-2.000	-1.000
5		-1.000	0.000
6		0.000	1.000
7		1.000	2.000

CONDITION ANALYSIS TABLE

No.	Description	Reasons for condition	Determination of compliance	Standard or non-standard/offered by applicant.	Reason for limit
1.	Conduct activity in accordance with application including the earthworks area	Ensure the discharge is as specified and controlled in accordance with the application.	Check of work by council officers.	Standard Consent Condition – <u>Stormwater earthworks</u>	N/A
2.					
3.	Notification	Ensure all submission of plans, notification or reporting requirements and requests for a site meeting are done through the notification of work form.	N/A	Standard Consent Condition – <u>Stormwater earthworks</u>	N/A
4.	Adoption of best practicable option (BPO)	This condition requires that a higher standard than that required by the conditions be met if it can reasonably be achieved. It also requires the consent holder to continually review methods and practices and make reasonable improvements even though the conditions are being met. The condition is reasonably necessary to avoid adverse environmental effects	General observation and checking of records	Standard Consent Condition – <u>Stormwater earthworks</u>	Required for all discharges under the RMA
5.	Prior notice of works and pre-start meeting	So that the Council has the opportunity to monitor the work for compliance with consent conditions	Notice received	Standard Consent Condition – <u>Stormwater earthworks</u>	Minimum of 7 working days is sufficient for the Council to organise an inspection
6.	Contamination Management Plan	Requires a Contamination Management Plan to be provided and certified by the Council. Needed as an area of contamination that was not remediated will be disturbed.	Check of work by council officers.	Non-Standard	N/A
7.					
8.	Sediment and erosion control measures	Sediment in waterways is a significant potential adverse effect of earthworks. Avoiding it as much as practicable, through appropriate treatment, is essential to meeting the requirements of Part 2 of the RMA	Check of work by council officers.	Standard Consent Condition – <u>Stormwater earthworks</u>	The two minimum total capacities stated in the condition are consistent with the requirements of the Waikato Erosion and Sediment Control Guidelines.
9.					
10.					
11.					
12.					

No.	Description	Reasons for condition	Determination of compliance	Standard or non-standard/offered by applicant.	Reason for limit
13.	Revegetation to stabilise land following earthworks	Reasonably needed to avoid the potential for adverse effects associated with ongoing erosion, scouring or slumping of areas that have undergone earthworks, and to ensure sediment discharge is only temporary as per the application.	Check of work by council officers.	Standard Consent Condition – <u>Stormwater earthworks</u>	N/A
14.	As built	To confirm that decanting earth bunds and sediment retention ponds have been built to what is stated in the ESCP.	Assessment by Council Officers. General Observation	Standard Consent Condition – <u>Stormwater earthworks</u>	N/A
15.	Clean water diversion	Ensures clean water does not enter the site	Check of work by council monitoring officers	Standard Consent Condition – <u>Stormwater earthworks</u>	N/A
16.	Discharge limits	Required due to historical contamination which is present on site. Based on consent conditions for the previous consent for the site.	Check of work by council monitoring officers	Non-Standard	N/A
17.					
18.					