



30 April 2025

Barfoot and Thompson Epsom
280 Manukau Road
EPSOM

Email: epsom@barfoot.co.nz

Dear Sir/Madam

Land Information Memorandum: 455 Hikuai Settlement Road Hikuai
Client: Deb Ball

Attached is the land information memorandum as requested. This provides information held by Council relating to this site and is provided in relation to section 44A of the Local Government Official Information & Meetings Act 1987.

The memorandum comes from a search of the Council's records only. Your attention is drawn to the terms of the disclaimer attached to the memorandum.

If you have any further queries regarding this property, please contact Council's Customer Service Representatives.

Yours faithfully

Catherine McShane

Catherine McShane
Land Information Officer
LAND INFORMATION TEAM

THAMES-COROMANDEL DISTRICT COUNCIL
LAND INFORMATION MEMORANDUM

DISCLAIMER

This Land Information Memorandum has been prepared for the purposes of section 44A of the Local Government Official Information & Meetings Act 1987 and contains information found by the Council to be relevant to the land as described in section 44A (2). It is based on a search of Council records only and there may be other information relating to the land, which is unknown to the Council. Council records may not show illegal or unauthorised building or works on the property. The applicant is responsible for ensuring that the land is suitable for a particular purpose. The memorandum does not include information found or recorded on records of title and does not replace a search of the title or titles for the property or a physical inspection of the property. Council does not accept any responsibility for the accuracy or otherwise of information supplied by third parties whether that be way of reports, letters or other forms of communication.

PROPERTY IDENTIFICATION

Application Date:	22 April 2025
Property Number:	124088
Property Address:	455 Hikuai Settlement Road Hikuai
Legal Description:	LOT 11 DP 413548
Area (ha):	29.0427

SECTION A: RATES AND CHARGES

Current Annual Rates Assessed for July 2024 to 2025	3396.14
Arrears Outstanding: (Any amount accrued prior to current rating year)	YES**

****This property currently has rates arrears. Contact the Rates Department for further information.**

The current annual rates figure is the amount assessed and does not consider any payments made or penalties imposed during the current rating year.

REGIONAL COUNCIL RATES

This property ***will also be liable for rates from Waikato Regional Council.***
Refer to the web site for details. <http://www.waikatoregion.govt.nz/Council/Rates/>

SECTION B: PERMIT/CONSENT HISTORY

BUILDING INFORMATION

Permits listed below were issued prior to the Building Act 1991.

Prior to 1992 there was no legal requirement for a final inspection on permits issued.

YEAR	DESCRIPTION OF PERMIT
	<i>No Information Located</i>

Consents listed below were issued under either the Building Act 1991 or the Building Act 2004 shown in Council records and their status. Where the work is signed off as complete it is noted as YES, if not completed or no final inspection has been made then it is noted as NO.

Council issues a code compliance certificate “CCC” on any Building consents issued after 1 July 1992 when satisfied that all work complies with the Building Act (1991 or 2004) and any fees applicable have been paid.

A certificate of acceptance “COA” can be issued for certain work done after 1 July 1992.

A COA has some similarities to a Code Compliance Certificate in that it may provide some verification for a building owner or future owners that part or all certain building work complies with the Building Code.

Copies of any CCC's or COA's issued are attached.

YEAR	CONSENT No	DESCRIPTION OF CONSENT	CCC or COA ISSUED YES / NO
		<i>No Information Located</i>	

Any relevant (approved) permit/consent plans are attached at the rear of this report.

To view further information relating to building permits/consents for this property, please go to our website <https://trackconsents.tcdc.govt.nz/> consent tracker - track your application using the property address.

EXEMPT WORK NOTIFICATION, REQUISITIONS, NOTICES OR REQUIREMENTS	
Exempt work notification	NO
Copy attached	N/A
Requisition/notice or requirement	NO
Copy attached	N/A

SWIMMING POOLS:

If the property has a swimming or spa pool, it must be fenced as required by the Building (Pools) Amendment Act 2016.

The Building (Pools) Amendment Act 2016 (the Act) includes an exemption for Small Heated Pools to be compliant without the need for a pool fence, or to be listed on a Council Register.

To qualify for this exemption, the Small Heated Pool must meet the requirements contained in the Act and/or in F9/AS2 "Covers for small, heated pools". Refer to the web site below for further information.

<https://www.building.govt.nz/assets/Uploads/building-code-compliance/f-safety-of-users/f9-restricting-access-residential-pools/asvm/f9-restricting-access-to-residential-pools.pdf>

POOL REGISTER NUMBER	
No Pool Recorded	

LICENCES & ENVIRONMENTAL HEALTH No Information Located

BUILDING COMPLIANCE SCHEDULE & WARRANT OF FITNESS

If you own a building that contains specified systems, the Building Act requires you to have a Compliance Schedule and you must ensure the effective operation of all the specified systems for the life of the building.

If this property has either Building Warrant of Fitness or Compliance schedule it will be noted as such and copies will be attached.

NOTE: Transfer of ownership MUST be notified to the Council within 14 days.

Refer to web site below for further information.

<https://www.building.govt.nz/assets/Uploads/managing-buildings/bwof-guidance/bwof-guidance.pdf>

Please Note:

There is **no** Compliance Schedule Registered on this property.

EARTHQUAKE-PRONE BUILDINGS

Under the Building (Earthquake-prone Buildings) Amendment Act 2016 Council will be contacting owners of properties that require an initial seismic assessment.

This property may be one of the properties affected.

*The Act applies to commercial buildings and **some** residential buildings.*

Residential buildings are **only** covered under the act if they comprise **three or more household units being two or more storeys and or are used as hostels, boarding houses, or other types of specialised accommodation.**

POTENTIALLY EARTHQUAKE PRONE BUILDING (PEPB)	No Information Located
Details Attached	NO

Please contact Customer Services Thames Coromandel District Council for further details.

PLANNING CONSENTS

YEAR	FILE REF	DESCRIPTION OF CONSENT
1997	RMA19929370 K03/1711/00	Two agricultural lot subdivision (<i>Consent Notice & Plan Attached</i>)
2005	SUB20050150	12 lot subdivision (<i>Consent Lapsed</i>)
2016	SUB20160104	Boundary adjustment between two lots <i>To view decision & approved plans google the following links:</i> http://docs.tcdc.govt.nz/store/default/4731702.pdf http://docs.tcdc.govt.nz/store/default/4735462.pdf
2018	RMA20180256	Extension of time for SUB20050150 (<i>Declined</i>)
2023	RCA20230321	Land use consent to construct the Tairua River Trail linking the townships of Tairua and Pauanui including construction of a 120m suspension bridge across the Tairua River, 914m of track along unformed roads, 2,574m of track within State Highway 25 road reserve and the associated earthworks. (<i>Decision Attached</i>) <i>To view approved Plans google the following link:</i> http://docs.tcdc.govt.nz/store/default/8256136.pdf

It is the responsibility of the property owner to ensure that all conditions of any land use consents listed above have been met.

Where a consent notice is registered on the Record of Title, any conditions imposed under that consent notice may be a minimum standard and may be superseded by more onerous standards such as The Thames - Coromandel District Plan or other legislative requirements that have come into force since the imposition of the consent notice.

Contact Thames Coromandel District Council Customer Service Representative if further detail is required.

Planning Consent Decisions, Approved Plans & associated documents can be viewed through our website. <http://www.tcdc.govt.nz> – select consent tracker - track your application using the file reference number.

The Waikato Regional Council may hold resource consent authorising certain activities on this land. Waikato Regional Council may also hold information pertaining to flooding and other environmental matters which fall within their responsibilities, under current legislation.

THAMES COROMANDEL DISTRICT COUNCIL

CONSENT NOTICE

IN THE MATTER OF Plan No. s 77829

AND

IN THE MATTER OF Subdivision Consent pursuant to Sections 105, 108, 220 and 221 of the Resource Management Act 1991,

Pursuant to Section 221 Resource Management Act 1991, The Thames Coromandel District Council hereby certifies that, by way of resolution passed on the ~~14th~~ day of February 1997, the following condition was imposed on the subdivision of Lot 1, D.P.s.41957,

CONDITION

Any future building shall have a floor level which is at the same level as, or is higher than the floor level of the existing house on Lot 1.

Dated this 9th day of September 1997

 Authorised Officer.

LOTS	C.T.'S
1	GID 7537
2	GID 1638

XIII WHITIANGA S. D.

III TAIRUA S. D.

CLOSED ROAD
SQ. 41684

TAIRUA RIVER (TIDAL)

LOT 1
25.9000ha

LOT 2
29.0530ha

DPS. 41957
C.T. 378/789

LOT 4
1658m²

ROAD TO VEST IN THE THAMES
CORMANDEL DISTRICT COUNCIL

LOT 3
3214m²

ROAD TO VEST IN THE THAMES
CORMANDEL DISTRICT COUNCIL

LOCAL PURPOSE RESERVE
ESPLANADE

CROWN LAND
RESERVED FROM SALE
(MARGINAL STRIP)

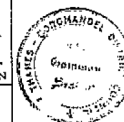


Approvals

[Signature]

REGISTERED OWNER

APPROVED PURSUANT TO SECTION 223
OF THE RESOURCE MANAGEMENT ACT 1991
ON THE 29th DAY OF April 1997
THE COMMON SEAL OF THE THAMES CORMANDEL
DISTRICT COUNCIL IS HERETO AFFIXED IN THE
PRESENCE OF:-



[Signature]
MAYOR

[Signature]
AUTHORISED OFFICER
K22.1711.00

Total Area 55.4402ha

Comprised in C.T. 378/789

I, BRUCE SIMPSON MILLAR
Registered Surveyor and holder of an annual practicing certificate for who
may act as a registered surveyor pursuant to section 25 of the Survey Act
1981 hereby certify that this plan has been made from surveys executed
by me or under my directions, that both plan and survey are correct and
have been made in accordance with the Survey Regulations 1972 or any
regulations made in substitution thereof.

Dated at THAMES this 7th day
of MAY 1997 Signature *[Signature]*

Field Book *[Blank]* Traverse Book *[Blank]*

Reference Plans

Examined *[Signature]* Correct *[Signature]*

Approved as to Survey *[Signature]*

30/7/97 Dep. Chief Surveyor

Deposited this 10th day of 1997

District Land Registrar

DPS 77829

LAND DISTRICT SOUTH AUCKLAND
Survey Blk. & Dist. XIII WHITIANGA III TAIRUA
NZMS 261 Sheet T12 Record Map No. 7-1

PLAN OF LOTS 1 TO 4 BEING
SUBDIVISION OF LOT 1 DPS 41957

TERRITORIAL AUTHORITY THAMES CORMANDEL
DISTRICT COUNCIL
Surveyed by F.W. MILLINGTON (1512)
Scale 1: 3000 Date MARCH 1997



23 September 2024

Application No: RCA/2023/321

Hikuai District Trust
Tattico Limited
PO Box 91562
Victoria Street
Auckland 1142

Attention: John Duthie

Hello John

LAND USE CONSENT: DECISION
Re: Tairua River Trail

This letter is to inform you of Thames-Coromandel District Council's decision to **grant** your application for a land use consent to construct the Tairua River Trail linking the townships of Tairua and Pauanui including construction of a 120m suspension bridge across the Tairua River with bridge supports at a maximum of 15m high, 914m of track along unformed roads, 2,574m of track within State Highway 25 road reserve and the associated earthworks in accordance with sections 104 and 104C of the Resource Management Act 1991, subject to the conditions below.

It is important that you fully understand and comply with all the conditions of your consent. However, if you are dissatisfied with any aspect of the decision, you have the right to lodge an objection. Information regarding the lodging of an objection can be found in the advice notes.

The invoice for this decision must be paid in full, in accordance with condition 1, prior to commencing your activity, unless you wish to lodge an objection to any part of this decision.

If you agree with this decision you have 5 years (from the date this consent is granted) to give effect to it. If you do not give effect to this consent during that time, it will be deemed to have lapsed.

N.B. A Building Consent may be required to be obtained before any building work can be undertaken on the site. Please reference your resource consent number when applying for any necessary building consent.

Conditions

That the Thames-Coromandel District Council resolve pursuant to Sections 104 and 104C of the Resource Management Act 1991, to grant a land use consent.

The consent holder must comply with the following conditions:

Fees and Charges

1. The consent holder must not give effect to this consent (or any part thereof) until such time as the following charges, have been paid in full:
 - (a) All fixed charges relating to the receiving, processing and granting of this resource consent under sections 36(1), 36AAA and 36AAB of the Resource Management Act 1991 (RMA) including a consent compliance monitoring fee of \$825 (inclusive of GST), which shall be payable on the land use consent or subdivision consent, whichever is given effect to first; and
 - (b) All additional charges imposed under section 36(5) of the RMA to enable the council to recover its actual and reasonable costs in respect of this application.

The Council's administrative charges for receiving and processing this application in accordance with sections 36, 36AAA and 36AAB of the RMA, must be paid in full within 15 working days of receipt of the invoice for this decision, unless otherwise agreed in writing with the Council's Development Planning Manager. The consent compliance monitoring fee shall be paid as part of the resource consent fee and the consent holder will be advised of any further monitoring charge or charges as they fall due. Such further charges are to be paid within one month of the date of invoice.

A. Prior to the commencement of physical works on the site, the following conditions are to be complied with:

1. That the activity authorised by this consent must proceed in general accordance with the information provided with the application, namely:
 - Resource Consent Application "Tairua River Trail" prepared by tattico and dated 20 November 2023.
 - Hikuai District Trust Tairua River Trail Stage 4 plans prepared by Crang Civil, Plan Sheets 1 to 8 with Drawing Numbers C301 to C308, Revision 3.
 - Hikuai District Trust Tairua River Trail Stage 4 plan prepared by Crang Civil, Plan Sheet 9 with Drawing Number C309, Revision 4.
 - Hikuai District Trust Tairua River Trail Stage 4 plans prepared by Crang Civil, Drawing Numbers; C310 Revision 1 and C321 – C329 Revision 4.
 - Boardwalk cross section plans prepared by Gray Matter sheet S10, S11, S12, S13, S30 and S31 Revision R0.
 - Bridge Design by Tiaki Engineering Consultants titled "Typical Track Profiles, Bridge and Boardwalk Details, Sheet 04 Revision G.
 - Tairua Pauanui Cycleway Prescotts Bridge Hikuai prepared by Tiaki Engineering Consultants Sheets 01 - 06 Revision B.
 - Tairua River Trail Suspension Bridge Construction Method Statement by Abseil Access dated 04/04/2023.

- Tairua Bridge 120m Suspension Bridge plans prepared by Abseil Access with Drawing numbers AA-0000-DWG-01-2 to AA-0000-DWG-01-5 Revision B.
- Tairua River Trail – Northern Cycleway Route Landscape, Visual Amenity and Natural Character Assessment prepared for Hikuai District Trust by Boffa Miskell dated 29 May 2023.
- Letter from tattico dated 4 September 2024 titled Tairua River Trail: Landscape Assessment: 430 Hikuai Settlement Road and associated information all included within the email from John Duthie dated 5 September 2024.
- Engineering Report Tairua River Trail Stage 4 prepared for Hikuai District Trust by Crang Civil Consulting Engineers dated 1 March 2023.
- Tairua Trail – Suspension Bridge – Geotechnical Factual report prepared for Hikuai District Trust by Tetra Tech Coffey dated 13 January 2023.
- Archaeological Assessment Tairua River Trail Northern (Tairua) side for Hikuai District Trust prepared by Neville Ritchie dated December 2022.
- Tairua River Trail – Northern Cycleway Route Ecological Effects Assessment prepared for Hikuai District Trust by Boffa Miskell dated 4 July 2023.

Official Representative

2. The consent holder must appoint an official representative for all engineering matters, and advise Council of the representative's name and contact details. All correspondence relating to engineering matters must be directed to the appointed official representative.

Staging

3. The consent holder can complete construction works associated with the Tairua River Trail authorised by this resource consent in stages.
4. At least 20 working days prior to the commencement of each separate stage of the construction works, the consent holder must submit to the Council's Team Leader Environmental Compliance and Monitoring an outline of the proposed works to be completed. Each staging outline must identify the specific sections of the trail to be constructed, the anticipated timeframe, and commencement date for construction works.

Design and Construction

5. At least 20 working days prior to commencement of any stage of the construction works the consent holder must submit design plans, construction drawings and specifications prepared by a Chartered Professional Engineer (CPEng) or other suitably qualified person, for certification by the Council's Development Engineer. These documents must include but not be limited to:
 - Design plans of the layout of each stage of the trail.
 - Design details of earthworks cut and fill including suitable cross sections.
 - Design details of the bridge and boardwalk structures, including the bridge to cross the Tairua River where located within the specific stage.

Note: Suitably Qualified Person - means a person with a tertiary qualification in the field to which a particular condition relates; or having sufficient technical expertise that is at least equivalent, including 5 years working experience in that field, unless otherwise specified in the conditions.

6. The maximum height of head structures of the bridge to cross the Tairua River must be 15m.
7. All bridge structures must be constructed of natural timbers or recessive colours as set within Appendix 5 of the Operative in Part Proposed District Plan – BS5252 Colour Chart. Details of the construction materials and colours must be submitted to Councils Team Leader Environmental Compliance and Monitoring for certification at the time of Engineering Plan approval as required under condition A5 above.
8. The trail must be kept to a maximum width of 3.0 m wide unless otherwise certified by the Council's Team Leader Environmental Compliance and Monitoring under condition A5 for specific reasons (including micro siting to avoid vegetation) and designed to meet grade two cycleway standards. The works corridor must be a maximum of 5m wide.

Construction Management Plan (CMP)

9. The consent holder must submit a stage specific 'Construction Management Plan' 10 working days prior to commencement of works for each stage for certification by the Council's Development Engineer. This plan must be compiled to a level of sophistication appropriate to the scale and nature of the works; as follows:
 - Construction methodology;
 - Imported fill description and source;
 - Testing methodology and recording of any areas the Chartered Professional Engineer (refer condition A5) identifies as requiring ground compaction to achieve a grade 2 cycle trail rating (if any) ;
 - Removal of unsuitable material;
 - Vibration and noise control;
 - Erosion and sediment control;
 - Details of the site manager, including their contact details (phone/mobile number, fax, postal address);
 - Measures to be adopted to maintain the site in a tidy condition in terms of disposal/storage of rubbish, storage, and unloading of building materials, and similar construction activities;
 - Ingress and egress to and from the site for vehicles and construction machinery during the site works period;
 - Proposed location of any wheel-wash facilities;
 - Controls to contain any dust nuisance within the site and to ensure that it does not adversely affect any neighboring property.
 - Anticipated number and timing of truck movements throughout the day and the proposed routes. Proposed hours of work on the site (NB: hours must correspond with any other condition in this consent relating to working hours).
 - Procedures for ensuring that residents in the immediate vicinity of the construction area are given prior notice of the commencement of construction activities and are informed about the expected duration of works and potential effects of the works (e.g. noise).

The above details must be shown on a site plan and supporting documentation. The certified 'Construction Management Plan' must be implemented and maintained throughout the entire construction period for each of the associated stages.

Any changes proposed to the CMP must be confirmed in writing by the consent holder and the Council's Development Engineer, acting in a technical certification capacity,

that the changes continue to meet the objectives of this condition, prior to the implementation of any changes proposed.

Erosion and Sediment Control

10. The consent holder must provide the Council's Team Leader Environmental Compliance and Monitoring with a stage specific Erosion and Sediment Control Plan (E&SCP) for each separate stage of the trail, at least 10 working days prior to the commencement of earthworks for that stage. The objective of each stage specific E&SCP is to detail the measures to minimise sediment discharge from the site during construction of that stage.
11. Each stage specific E&SCP must as a minimum be based upon and incorporate those specific principles and practices which are appropriate for the activity authorised by this consent and contained within the Waikato Regional Council document titled "*Erosion and Sediment Control – Guidelines for Soil Disturbing Activities*" (Technical Report No. 2009/02 – dated January 2009), and must include at least the following;
 - a) Details of all principles, procedures and practices that will be implemented to undertake erosion and sediment control to minimise the potential for sediment discharge from the site;
 - b) The design criteria and dimensions of all key erosion and sediment control structures;
 - c) A site plan of a suitable scale to identify:
 - i. The locations of sensitive receivers;
 - ii. The extent of disturbance and vegetation removal;
 - iii. Any "no go" and/or buffer areas to be maintained undisturbed adjacent to all water bodies;
 - iv. All key erosion and sediment control structures; and
 - v. Vehicle access and haul routes.
 - d) Construction timetable for the erosion and sediment control works and the bulk excavation works proposed;
 - e) Timetable and nature of progressive site rehabilitation and re-vegetation proposed;
 - f) Maintenance, monitoring and reporting procedures;
 - g) Rainfall response and contingency measures including procedures to minimise adverse effects in the event of extreme rainfall events and/or the failure of any key erosion and sediment control structures;
 - h) Procedures and timing for review and/or amendment to the E&SCP; and
 - i) Identification and contact details of personnel responsible for the operation and maintenance of all key erosion and sediment control structures.

The stage specific E&SCP must be certified in writing by the Council's Development Engineer acting in a technical certification capacity prior to any works authorised by this consent commencing. The Council's certification will be based on its assessment as to whether the stage specific E&SCP addresses the matters in a) to i) in sufficient detail so as to achieve the objective. The consent holder must undertake all earthworks authorised by this consent in accordance with the certified stage specific E&SCP.

12. Any changes proposed to the stage specific E&SCP must be confirmed in writing by the consent holder and approved by the Council's Development Engineer, acting in a technical certification capacity to ensure that the changes continue to meet the objective, prior to the implementation of any changes proposed.
13. The consent holder must ensure that a copy of the certified stage specific E&SCP, including any confirmed amendments, is kept onsite and this copy is updated within 5 working days of any amendments being confirmed.

Ecological

14. The alignment of the boardwalk and land based trail must be in accordance with Hikuai District Trust Tairua River Trail Stage 4 plans prepared by Crang Civil, Plan Sheets 1 to 8 with Drawing Numbers C301 to C308, Revision 3 and Plan Sheet 9 with Drawing Number C309, Revision 4 except where detailed alignment is required in accordance with Condition A15.
15. The detailed alignment for the trail identified in the application plans as section 1 through the mangroves and parts of section 2 not alongside State Highway 25 (particularly between KP2.06-2.20 and KP2.25 – 22.50) shall be subject to micro siting determination as part of an on site inspection meeting between a suitably qualified ecologist and a suitably qualified engineer appointed by the consent holder and certified by the Council's Team Leader Environmental Compliance and Monitoring. The intent of micro siting is to:
 - i. Minimise native tree removal and align with natural gaps in the vegetation, utilize areas of existing land disturbance, and areas of less favourable habitat.
 - ii. Seek to prune rather than remove native vegetation.
 - iii. In sensitive areas keep the construction work space to the minimum practical beyond the 2.5m formed track.
 - iv. Either avoid inland wetlands or cross wetlands where avoidance is not practical on a boardwalk structure.

Note: The Council's Team Leader Environmental Compliance and Monitoring is prepared to discuss the appointment of nominated specialists to ensure that only one specialist to address both Waikato Regional Council and TCDC requirements is required in each area of expertise.

16. Should micro siting result in a change in location of the trail during any stage, the consent holder must provide updated design plans to the Team Leader Environmental Compliance and Monitoring showing the layout of the change within 10 working days of the change being confirmed.
17. The consent holder must inform the Council's Team Leader Environmental Compliance and Monitoring a minimum of 5 working days prior to the onsite meeting by the suitably qualified ecologist and suitably qualified engineer, to enable a Council representative to be present during the site visit should Council elect to do so.
18. The detailed physical works on the trail must adopt a "toolbox" approach as set out in the Tairua River Trail – Northern Cycleway Route Ecological Effects Assessment prepared for Hikuai District Trust by Boffa Miskell dated 4 July 2023.
19. Between KP2.06 and KP2.50 as identified on the application plans, and if identified through the 'micro siting' meeting, the "land bridges" must be constructed to enable birdlife to pass beneath the structure. These locations must be agreed using the toolbox method. The 'land bridge' trail must have a minimum height to the soffit of 0.7m.
20. Construction of section 2 of the trail, if occurring between August and March of any year (the bird breeding season) must involve:
 - i. close inspection by a suitably qualified ecologist appointed by the consent holder of all portions of the trail to be subject to construction works during that time;
 - ii. identification of potential nesting habitat and observations of active nesting, 'nest prospecting' or other breeding behaviour of threatened or 'at risk' native birds (banded rail in particular);

- iii. if active bird breeding territories are identified on or near the trail alignment, then construction on that part of the trail must occur outside the bird breeding season. Protocols to minimise disturbance to breeding birds will be developed to manage works if nests are discovered in the immediate vicinity of active works;
- iv. this assessment must be carried out on active work parts of the trail every month during the bird breeding season.

Landscape Plan

- 21. A landscape planting plan must be prepared and submitted for the certification of the Council's Team Leader Compliance and Monitoring at least 20 working days prior to the commencement of any stage incorporating the construction of the bridge over the Tairua River.

The landscape planting plan must demonstrate how any plantings proposed will soften the appearance of the bridge abutments, deadman anchor located within part marked A on DP 533760 (in favour of the New Zealand Walking Access Commission) and entrance areas to and from the bridge and must include the following:

- a. The species mixes, locations, and total area of plantings;
 - b. The size of plants and density of plantings;
 - c. Details of where the plants will be sourced from (eco sourcing);
 - d. Site preparations necessary for planting, e.g. weed and pest control, clearing, mulching, and fertilizing;
 - e. Ongoing monitoring and maintenance regimes (hydration, fertilising, infill planting, weed, and pest control); and
 - f. Success criteria for all plantings and timeframes for achieving these criteria.
- 22. The consent holder must commence implementation of the planting in accordance with the landscape planting plan certified under condition A21 within the first planting season following completion of construction of the bridge over the Tairua River. Written confirmation must be provided to Council's Team Leader Environmental Compliance and Monitoring that the planting has been completed in accordance with the certified landscaping planting plan.

Notice of Commencement of Work

- 23. The consent holder must complete the 'Notice of Commencement of Works', attached to this decision and submit it to the Council's Team Leader Environmental Compliance and Monitoring at least five (5) working days prior to the commencement of each stage of the work.

B. During the implementation of physical works on site, the following conditions are to be complied with:

- 1. That the activity authorised by this consent proceeds in general accordance with the certified plans required by conditions A4, A5, A9, A10 and A21 and information provided with the application as set out in condition A1.
- 2. The construction work must comply with the New Zealand Standards in relation to noise and vibration.
- 3. Any deliveries for the trail occurring adjacent to the Tairua Primary School must avoid delivery times between 8.30am and 9.00am and 2.45pm and 3.30pm on school days.

4. The consent holder must make it a requirement that no dogs are to be brought on to the construction site during any stage of the works, or during any maintenance or replanting activity by any contractor or volunteer.
5. The consent holder must maintain onsite erosion and sediment control measures in accordance with the certified stage specific Erosion and Sediment Control Plan required by condition A10 throughout each stage of the works.
6. Re-vegetation and/or stabilisation of all disturbed areas is to be completed for each stage in general accordance with the measures detailed in the document titled "*Erosion and Sediment Control – Guidelines for Soil Disturbing Activities*" (WRC Technical Report No. 2009/02 – dated January 2009) or the most recent update of that document.

Earthworks

7. The consent holder must ensure that all machinery used in the exercising of this consent is cleaned prior to being transported to/from site to ensure that all seed and/or plant matter has been removed and documented in accordance with the National Pest Control Agencies A series, best practice (Code A16) guidelines (available to download from Waikato Regional Council.)

Mana whenua

8. The consent holder shall invite Ngāti Hei, Ngāti Maru and Ngāti Rautao to each appoint a cultural advisor to the project. If any or all of Ngāti Hei, Ngāti Maru and Ngāti Rautao choose to appoint a cultural advisor, Hikuai District Trust will work with them to develop a cultural briefing for primary contractors and volunteers. In addition the cultural advisors will be invited to identify suitable locations for cultural artwork and information panels in each stage.
9. The consent holder must provide details to Council's Team Leader Environmental Compliance and Monitoring on ongoing consultation and involvement of mana whenua throughout the construction and operation of the Tairua River Trail throughout each of the specific stages. This must include, but not be limited to, providing regular updates on project progress, involving mana whenua in cultural monitoring during each stage of construction, and exploring opportunities for cultural interpretation along the trail. Cultural monitoring in this condition means the cultural advisor (if any or all of Ngāti Hei, Ngāti Maru and Ngāti Rautao appoint one) being invited to meet on site with the Trust and Project Manager for each discrete stage, to view the potential works, the opportunity to visit the site during construction and the opportunity for a walkover of the completed works. It also includes (if requested) the receipt of final plans, any monitoring report(s).
10. The consent holder must implement the following procedures to ensure the protocols for the discovery of koiwi (human remains) or taonga (Māori artefacts), or archaeological features are complied with:
 - The consent holder must obtain any Heritage New Zealand Pouhere Taonga approval when undertaking any works associated with this consent and comply at all times with the conditions of that approval.
 - Any appointed cultural advisor under condition B8 must be notified of earthworks commencing at least ten (10) days prior to the work being undertaken in order for suitable arrangements to be made for the representative to be present (if requested) where earthworks are of such an extent that soils are removed for stockpile. The consent holder must submit evidence of this notification to Council prior to the earthworks being undertaken.

- In the event of any koiwi (human bones) being uncovered during the exercise of this consent, activities in a 5 metre radius of the discovery must immediately cease, and the site supervisor and archaeologist shall be notified immediately.
- The archaeologist must notify mana whenua representatives, Thames Coromandel District Council, Heritage New Zealand Pouhere Taonga and the New Zealand Police of any koiwi which are found.
- The consent holder must not recommence works in the area of the koiwi discovery until the relevant Heritage New Zealand Pouhere Toanga approvals or other approvals have been given to recommence work within the vicinity of the koiwi find.
- The archaeologist must notify the mana whenua representatives of any taonga which are found.

Waka Kotahi NZ Transport Agency (volunteered by the consent holder)

11. The proposed guardrail as shown on Trail Plan Sheet 5 by Crang Civil C 305 at distance KP 3.64 – 3.73 must be designed and installed in accordance with Waka Kotahi NZ Transport Agency M23 Specification and Guidelines for Road Safety Hardware and Devices.
12. Prior to the opening of the trail to the public, a 1.8-metre fence must be installed to prevent access to the Tairua River Trail from the gravel storage yard as shown on Trail Plan Sheet 2 by Crang Civil Sheet C302 at KP 0.97 – 0.99.
13. Prior to the opening of the trail to the public, the following must be undertaken:
 - a) Trail marking signage must be installed identifying the trail grade of the track in accordance with the NZ Cycle Trail Guide.
 - b) Written confirmation must be provided to Thames Coromandel District Council that no remediation works are required to the state highway or its assets.
 - c) Written certification from Waka Kotahi NZ Transport Agency must be provided to Thames Coromandel District Council confirming that the Augier conditions have been met.
14. Should unknown archaeological sites be encountered during the works within the state highway road reserve, the minimum standard P45 - Accidental Archaeological Discovery Specification (New Zealand Transport Agency) must be implemented and the 'General procedures following the accidental discovery of possible archaeological sites, kōiwi/human remains or taonga' must be followed. Waka Kotahi NZ Transport Agency must be informed of any applications lodged with Heritage New Zealand Pouhere Taonga.

Note: Conditions 11 to 14 above have been volunteered by the Applicant as Augier conditions. The consent holder has committed to complying with conditions 11 to 14 through direct agreements with Waka Kotahi NZ Transport Agency, independent of this resource consent.

C. On completion of physical works on site, the following conditions are to be complied with:

1. Signage must be located along the trail identifying “Dogs to be kept on lead at all times” or similar.
2. The location of dog related signage must be at the beginning of each end of the trail including prior to the Tairua River Bridge on the Pauanui side. Additional signage must

be put in place at each end of any stage within section 2 identified on the application plans given the increased sensitivity of this part of the trail.

3. Within 60 working days of completing construction of each stage of the Tairua River Trail and a minimum of 15 days prior to the stage being made operational for public use the consent holder must provide Council's Team Leader Environmental Compliance and Monitoring with a completion report from a suitably qualified engineer confirming that the bridge structure and all other associated works constructed within that stage have been built in general accordance with the application and final designs and that they are structurally sound and fit for purpose.
4. Within 60 working days of completing construction of each stage of the Tairua River Trail requiring ecological assessment or reporting and a minimum of 15 days prior to the stage being made operational for public use the consent holder must provide Council's Team Leader Environmental Compliance and Monitoring with a completion report from a suitably qualified ecologist confirming that all of conditions A14 to A20 have been met.
5. The consent holder must put in place a pest trapping system for mammalian pests and mustelids and must operate pest trapping on an ongoing basis.
6. All landscaping planted in accordance with the plan certified under condition A21 must be maintained throughout the duration of the consent.
7. Pursuant to sections 128 to 131 of the Resource Management Act 1991, the Thames-Coromandel District Council may every twelve (12) months from the date of commencement of any activity authorised by this consent, serve notice on the consent holder of its intention to review any or all of the conditions of this consent for the any of the following purposes:
 - a) To review the effectiveness of the conditions of this resource consent in avoiding, remedying or mitigating any adverse effects on the environment that may arise from the exercise of this resource consent, and if necessary to avoid, remedy or mitigate such effects by way of further or amended conditions;
 - b) To address any adverse effects on the environment that have arisen as a result of the exercising of this consent that were not anticipated at the time of granting this consent, including addressing any issues arising out of complaints; and
 - c) To require that consent holder, if necessary and appropriate to adopt the best practice options to avoid, remedy or mitigate any adverse effects on the surrounding environment.

All costs associated with any review must be met by the consent holder.

Advice Notes

1. Should the applicant wish to formally object to this decision please advise the Council's Development Planning Manager in writing within 15 working days of the receipt of this letter, stating reasons for the objection and the preferred outcomes.

If no response is received within 15 working days it will be assumed that the applicant accepts this decision and it will be regarded as final.

2. Pursuant to section 125 of the RMA, this consent lapses five years after the date it is granted unless:
 - (a) The land use consent is given effect to; and
 - (b) The subdivision consent is given effect to, when the 223 certificate has been issued; or
 - (c) The council extends the period after which the consent lapses.
3. The onus shall rest on the consent holder to demonstrate that the completed works meet Council's requirements and accepted engineering standards. To this end developers are advised to employ suitably qualified and experienced contractors and maintain records of the quality control process.
4. Prior to carrying out any works within the legal road corridor (boundary to boundary) the consent holder will need to obtain a 'Corridor Access Request' ('CAR'). A copy of the 'CAR' approval is to be brought to the pre-construction meeting for the subdivision/development

A 'CAR' is required for both open cut trenching and trenchless techniques for utility installations. The application for a 'CAR' is to be made to Council's road management consultants, Pinnacles Civil Consultants Ltd Ph. 027 216 1964. The application form requires relevant background details including resource consent details, traffic management plans, and the location and nature of the works. Please note that a 'CAR' may take up to 15 days to process and construction hours may be restricted on Level 2 or 3 roads, as defined in the Code of Practice for Temporary Traffic Management, ("COPTTM" of NZTA). A charge may apply.
5. The consent holder will be responsible for any cost/repair associated with damage to any Council assets during the construction of the proposed works.
6. Building consent is required for all Building Structures and Retaining Walls unless exempted under Schedule 1(or a discretionary exemption has been granted) of the Building Act 2004. Evidence should be provided prior to the commencement of physical works that all related Building Consents have been obtained.
7. The proposal will affect recorded archaeological site(s). Work affecting archaeological sites is subject to an authority process under the Heritage New Zealand Pouhere Taonga Act 2014. An authority from the Heritage New Zealand Pouhere Taonga (HNZPT) (previously New Zealand Historic Places Trust) must be obtained for the work prior to commencement. It is an offence to damage or destroy a site for any purpose without an authority. The Heritage New Zealand Pouhere Taonga Act 2014 contains penalties for unauthorised site damage. The applicant is advised to contact HNZPT for further information.
8. That a copy of this consent is to be held on site at all times while the works to which the consent relates are being carried out.
9. The above resource consent decision does not authorise the use of Council land or provide agreement to the vesting of the bridge over the Tairua River. As set out in the application a Memorandum of Understanding is in the process of being obtained as a separate process to the resource consent.

Development Contributions Advice Note

The proposal has been assessed against the requirements of the Development Contributions Policy and we confirm that no development contributions are payable.

A copy of the decision report is attached for your information.


If you have any questions or concerns about any aspect of the decision or consent conditions, please contact me on (07) 868 0200.

Signed for and on behalf of the Thames-Coromandel District Council:



.....
Katy Dimmendaal
Acting Development Planning Manager
REGULATORY SERVICES

Dated this 23rd day of September 2024.

	RESOURCE MANAGEMENT ACT 1991 ASSESSMENT AND DETERMINATION OF AN APPLICATION FOR RESOURCE CONSENT
	RESTRICTED DISCRETIONARY ACTIVITY LAND USE AND SUBDIVISION CONSENT

Reporting Officer:	Louise Cowan– SLR Consulting Limited
Consent Number:	RCA/2023/321
Applicant:	Hikuai District Trust
Site Address:	State Highway 25 Tairua-Whitianga
Legal Description:	Various
Application:	Land use consent to construct the Tairua River Trail linking the townships of Tairua and Pauanui including construction of a 120m suspension bridge across the Tairua River, 914m of track along unformed roads, 2,574m of track within State Highway 25 road reserve and the associated earthworks.

1.0 Introduction

1.1 Description of the Proposal

Tattico Limited (the Agent) have applied on behalf of Hikuai District Trust (the Applicant) for land use consent to construct the Tairua River Trail linking the townships of Tairua and Pauanui including construction of a 120m suspension bridge across the Tairua River, 914m of track along unformed roads, 2,574m of track within State Highway 25 road reserve and the associated earthworks.

The Agent has included a detailed description of the proposal within Section 5 of the application document, for ease of reference the salient points are reproduced below:

Overview

The trail is typically 2.0 - 2.5 m wide. It is designed to meet grade two cycleway standards. The works corridor is typically 5m wide, however, it will narrow to the minimum practical width in key ecological areas.

In general, the at-grade paths will be constructed employing minor earthworks to remove grass, topsoil and vegetation. This will be followed by the deposition of clean fill and metal or river sand and then levelling to form a compacted “running surface”. This is similar to the design of the trail on the southern side of the river linking to Pauanui.

Appropriate erosion and sediment control measures will be put in place as outlined in the report of Crang Civil. Farm ditches on the landward side are retained. Where necessary, pipe

drains are provided under the trail to provide for stormwater channels. There are several drains to be crossed in Stage 4. Here simple wooden pole supported bridges will be utilised. The Trust holds a separate WRC consent to obtain river sand. The landscape report by Boffa Miskell sets out a clear analysis of the river and its environs along the trail length.

Section 1 (KP0.000-KP0.990)

The trail commences on public land adjacent to the Tairua Primary School car park. The trail descends for 25m before becoming a 175m boardwalk across the estuary. This proceeds essentially to KP 0.200. Here for a 100m section the trail is on land in a relatively flat portion below the state highway.

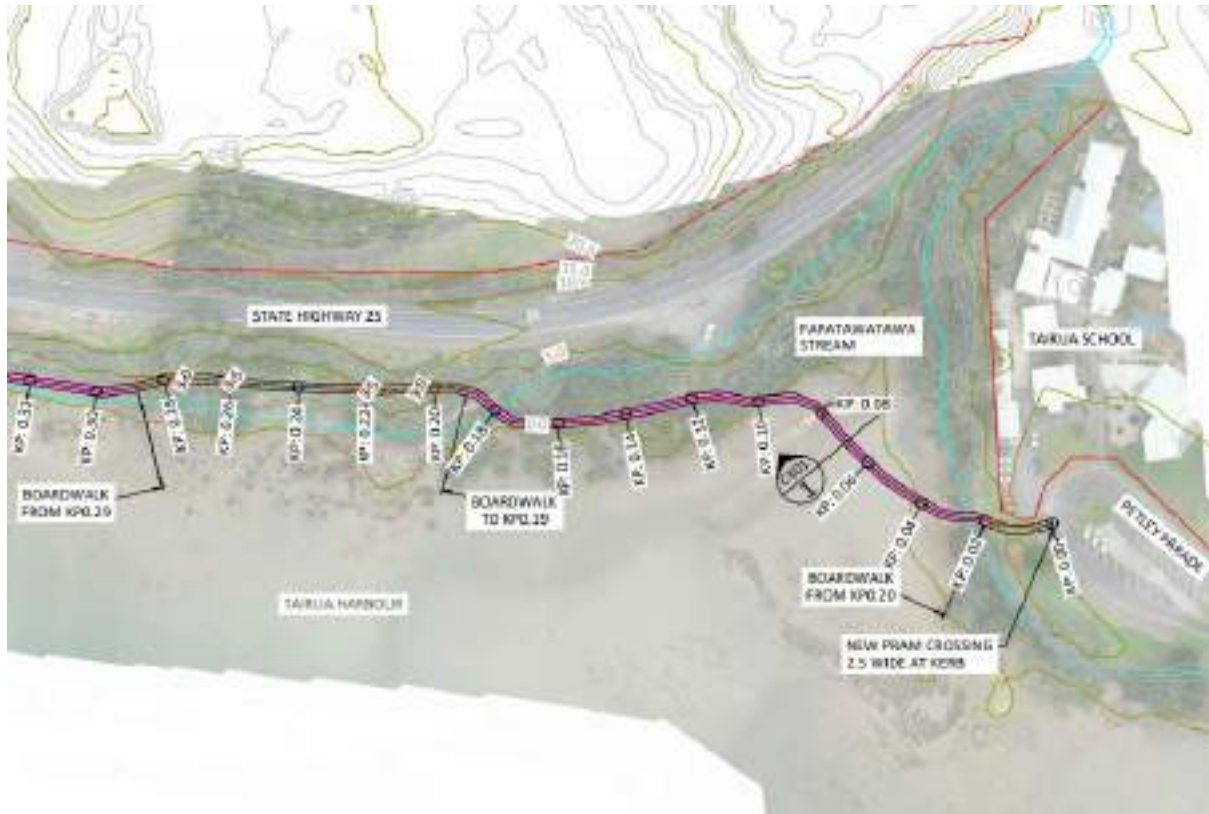


Figure 1: Trail set out from KP: 0.00 to KP: 0.32. Boardwalk shown in pink.

From KP0.300 the trail returns to a boardwalk. The boardwalk extends to KP 0.990 where the trail rises to the Tairua cemetery. The two boardwalks are approximately 865m in total length. They are within the coastal marine area (CMA) and trigger regional consent. The trail alignment has been carefully located close to but outside the dripline of the trees. This has two advantages:

1. It has minimal impact on the habitat area for birds that nest at ground level and those that nest in the trees.
2. It means that construction work has no impact on the tree canopy.

The boardwalk follows an alignment generally parallel to the coast. This gives a curved alignment which has the advantage of more organic form for landscape benefit and for slowing the speed of cyclists on the boardwalk.



Figure 2: Trail set out from KP: 0.28 to KP: 0.76. Boardwalk shown in pink.

Detailed design of the boardwalk has not yet been completed but preliminary work indicates that factory coated and PE encapsulated steel piles may be required in rock areas and treated wooden piles in other areas. These piles will be drilled into the harbour bedrock at suitable spacing.

Geotechnical investigation is about to proceed to determine the rock bearing capacity and to assist with the design of the piles. Suitable and corrosion resistant bearers and stringers will be utilised to form the support structure of the boardwalk.

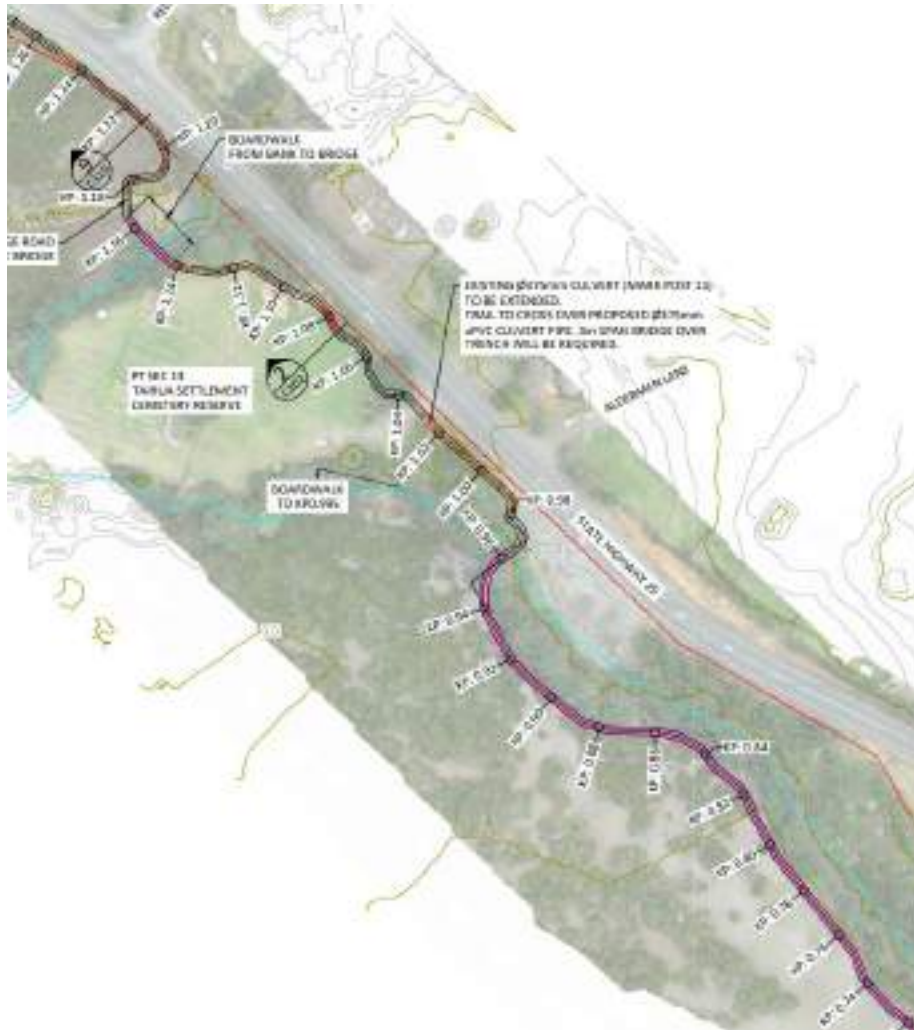


Figure 3: Trail set out from KP: 074 to KP: 1.24. Boardwalk shown in pink.

It is envisaged that the boardwalk will be a minimum of 2m wide with either a Fibre Reinforced Plastic (FRP) or a treated timber deck. Each side of the boardwalk will have an approximately 1.2m high safety rail with infill. The soffit height of the boardwalk will be approximately 2.1m above the natural seabed which allows for safe passage of small low craft at MHWS underneath the structure. Figure 4 shows a typical cross section for the boardwalk.

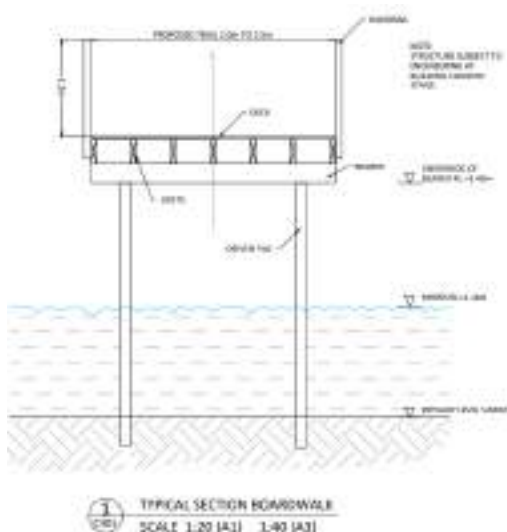


Figure 4: Typical cross section of boardwalk.

There will be some areas where mangroves will need to be removed. It is envisaged that approximately 350-400 m² of mangroves will need to be removed to create access for the trail.

Section 2 (KP0.990 – KP4.140)

At KP1.140 the trail drops down a small bank to a short boardwalk and bridge. A 5-7m wide pole bridge will be constructed to cross the Redbridge Road creek (KP1.170). This part of the trail is within the CMA and triggers regional consent.

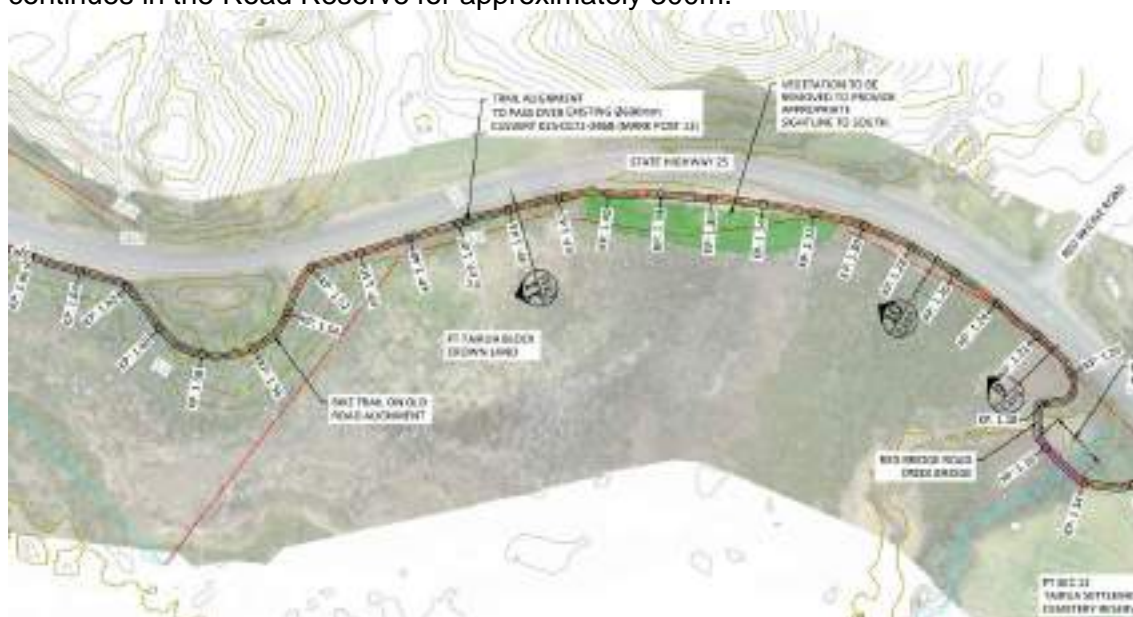


Figure 5: Trail set out from KP: 1.14 to KP: 1.66.

The trail alignment continues in the Road Reserve until KP 2.700 on either a low pre-existing bund close to the carriageway or about 20m into the foreshore but still remaining in the Road Reserve parcel. The trail through this section is in an area identified as a sensitive ecological habitat.



Figure 6: Trail set out from KP: 1.62 to KP: 2.08.

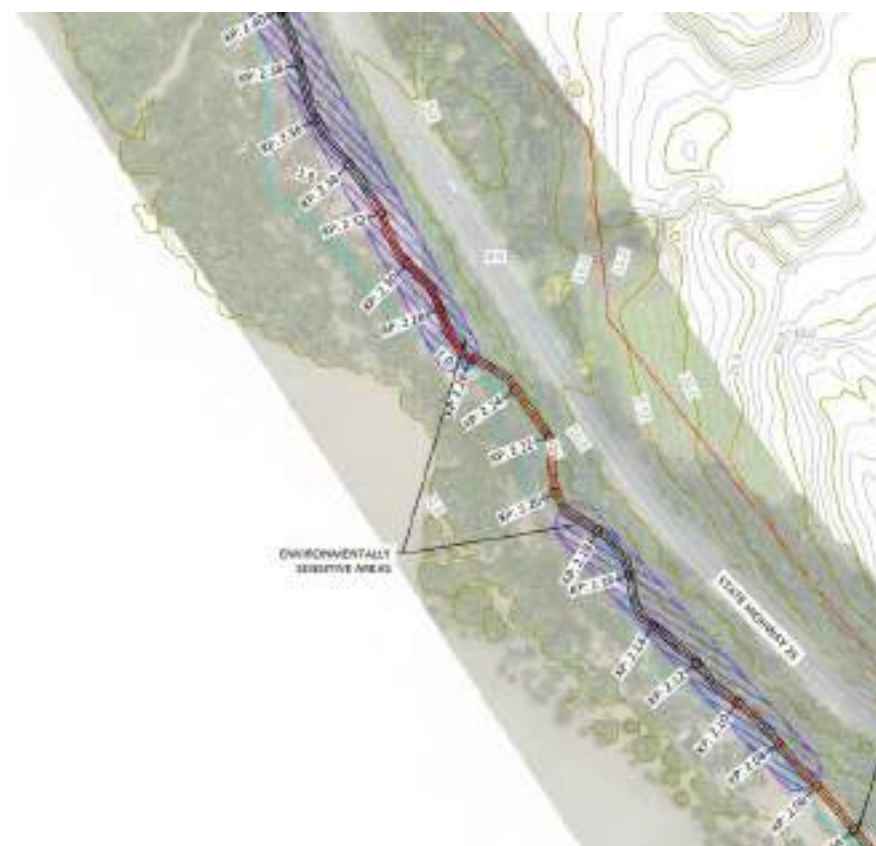


Figure 7: Trail set out from KP: 2.06 to KP: 2.40. Sensitive Ecological Area shown as purple hatch.

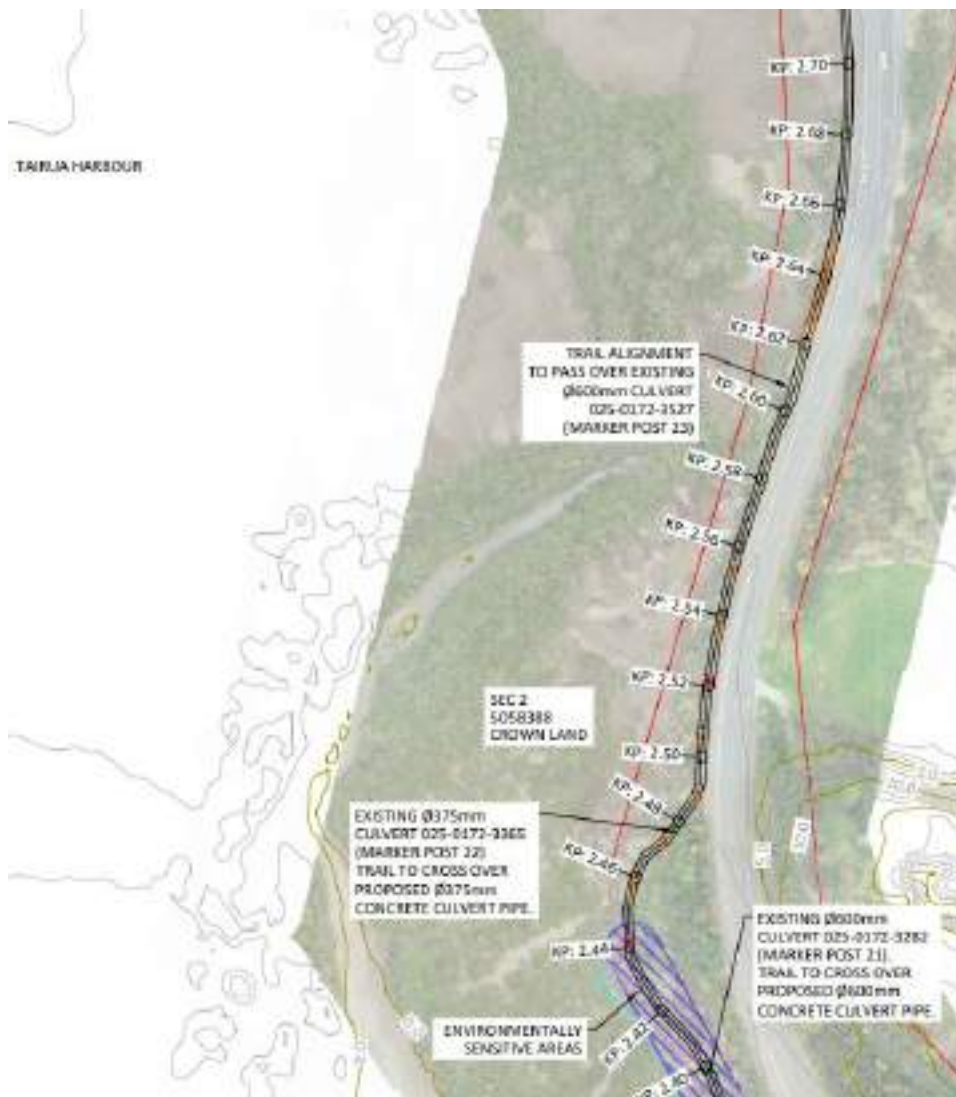


Figure 8: Trail set out from KP: 2.40 to KP: 2.70.

The report by Boffa Miskell identifies measures to mitigate this impact. The trail has been located as close to SH25 as practicable, however, for a part of the trail the contour does not allow for a location close to the road. Here careful alignment of the trail at the bottom of the bank, and weaving the trail around key features, together with land bridges are identified in the micro siting of the trail.

This is intended to mitigate the ecological effects of the trail. The Boffa report again identifies the 'toolbox' approach as the best way to mitigate these ecological effects. At KP2.700 the trail alignment reaches a point where the ecological assessment by Boffa Miskell identifies an intertidal salt marsh forming part of the Tairua River estuary. The Regional Plan Coastal shows this area outside the CMA. The District Plan shows this area as land and zones it rural.

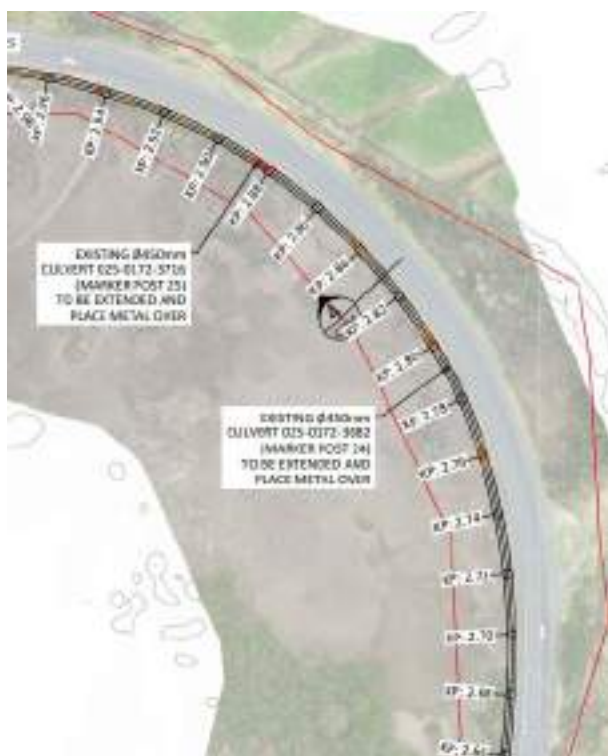


Figure 9: Trail set out from KP: 2.66 to KP: 2.96. Following edge of SH 25.

This is the area of reclamation. The reclamation will be necessary between KP2.700 and KP2.875. This is about 175m in length. Partial reclamation of the salt marsh of about 2m in width will be required, representing a total reclamation of some 350m². The proposal at this point is to create a hard packed metallised reclamation parallel to SH25. The construction methodology and profile of this area is set out in the report by Crang Civil. That report also identifies the measures taken to control erosion and sediment during construction works. This part of the trail is assumed to be a reclamation within the CMA that triggers regional consent (this notwithstanding the application identifies this area as outside the CMA).

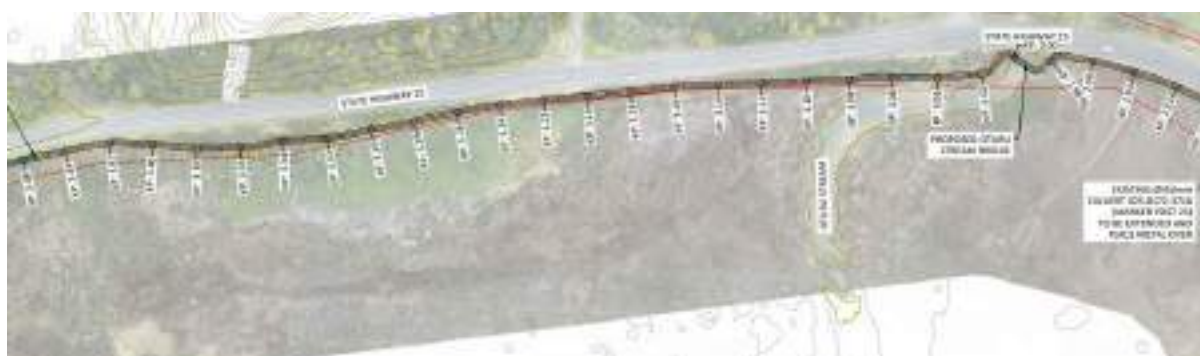


Figure 10: Trail set out from KP: 2.92 to KP: 3.46. Showing location of Oturu Stream crossing.

The trail crosses the Oturu Stream (span approximately 14m) at KP3.000. A new bridge will be constructed and will consist of steel truss frames supported by either reinforced concrete abutment beams or piles. No part of the bridge including abutments will be within the stream boundaries. A typical bridge design is shown in Figure 11.

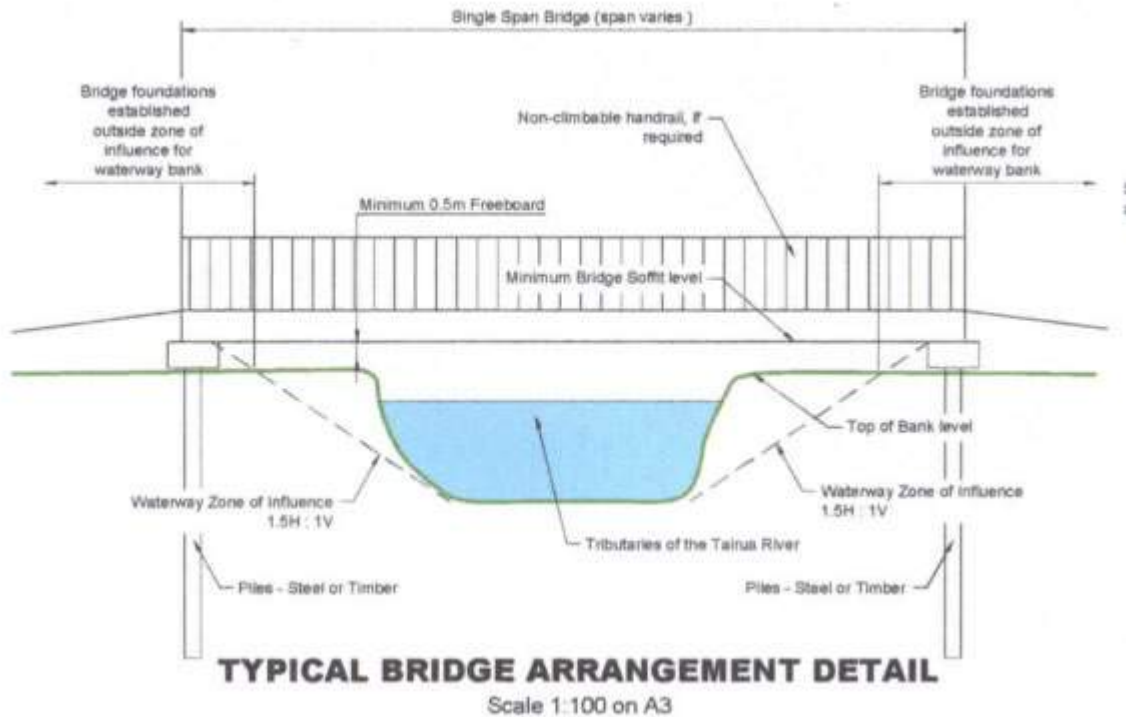


Figure 11: Typical Bridge Arrangement Detail.

The final design will be developed as part of the detailed design phase. However, this bridge design is used in Stage 3 of the trail (Pauanui side) and has proved a robust practical design. The bridge being a structure across a stream longer than 10m triggers the requirement for regional consent.

The trail then runs alongside SH25 At KP3.750, Green Point, the existing road goes through a minor cutting and the trail alignment closely follows the edge of the carriage way for a distance of about 75m. The southern embankment will need to be re-profiled to provide the necessary trail width. The level of earthworks is relatively minor. The trail continues in a southerly direction within the Road Reserve of SH25 until KP 4.130 at which point it turns east and crosses Swampy Stream. This is the end of section 2.



Figure 12: Trail set out from KP: 3.44 to KP: 4.22. Guardrail shown as pale blue between KP 3.64 and KP 3.72.

Generally, the trail can easily be formed by removing minor vegetation, levelling and depositing of fill (where necessary) and topping with river sand and/or metal within the Road

Reserve. The trail separation between the river and highway varies but the objective is to keep the alignment as far away from the carriageway as possible, for safety reasons, but still remain within the Road Reserve corridor.

Construction of the trail in Section 2 will require the removal of minor vegetation, levelling or reprofiling the terrain and the addition of river sand and /or metal to form the compacted trail surface. The ecological report by Boffa Miskell identifies the particular sensitivities in terms of the ecological environment for section 2 of the trail.

Dr Flynn of Boffa Miskell in her report has identified a process and a “toolbox” of a range of different methods that can be successfully deployed so as to manage the ecological effects of the development, such that they are less than minor. One of the key elements is the micro siting of the detailed trail alignment. This is to enable it to avoid particular trees, habitat, or nesting areas. Because some of these circumstances can change between the granting of this consent and the implementation of the trail (e.g. nesting areas), the intent is reasonably close to the commencement of construction for there to be an on site meeting between the ecologist and the engineer to identify the detailed alignment of the trail. Consequently, the application seeks to preserve flexibility on the precise location of the trail, particularly in section 2. The conditions of consent seek the ability to adjust the trail by up to 10m where deemed appropriate as part of this process.

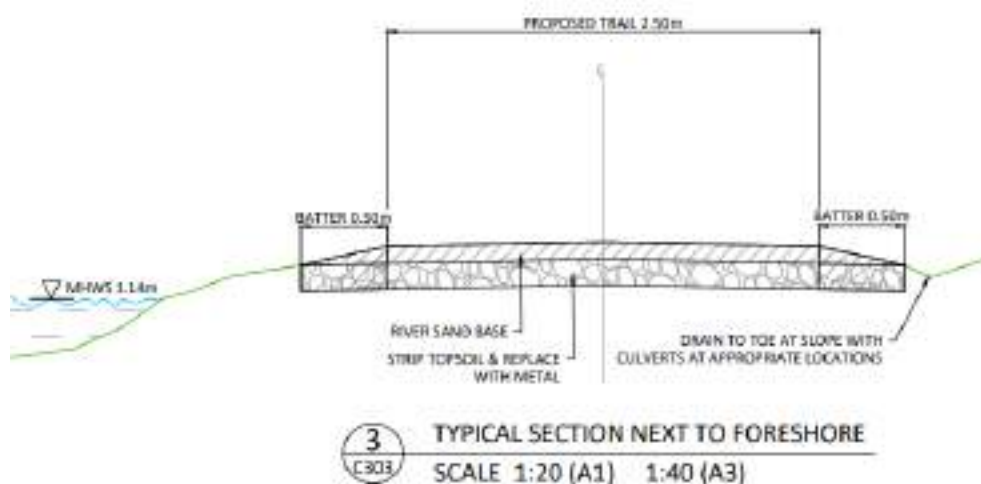


Figure 13: Typical section of trail next to foreshore.

The key principle is, where practical, to keep the trail close to SH25. This is where the environment, in terms of landscape and ecological matters, is already significantly compromised. However, where, for contour reasons, the trail cannot be close to SH25, this flexibility through the micro siting condition is a critical tool to manage the ecological effects.

Section 2 triggers regional consents for the reclamation works and bridge over the Oturu Stream. The level of earthworks for an approximately half a kilometre triggers a district earthworks consent. All other aspects comply with both regional and district planning rules.

Section 3 trail (KP4.140 - KP6.870)

Section 3 commences at Swampy Stream bridge. This is an 8m structure similar to the generic design for the Oturu Stream bridge. The land from KP 4.140 – KP5.160 is Crown land marginal strip. The trail alignment continues south east along the pre-formed bund which separates the farmland from the coastal vegetation. (KP4.140 – KP4.620).



Figure 14: Trail set out from KP: 4.12 to KP: 4.60. Trail on pre formed bund.

This feature was historically created in the 1950s and 60s. Only minor earthworks are required to create a suitable track surface. The surface will be constructed of river sand or metal to form a compacted surface. The coastal vegetation consists largely of mangroves which will not be disturbed.



Figure 15: Trail set out from KP: 4.60 to KP:

From KP 4.620 – KP5.010 the trail alignment continues on the preformed bund which now lies on the unformed legal road again separating the farmland from the estuary. There is minimal coastal vegetation. The method of construction will be similar to the previous section.

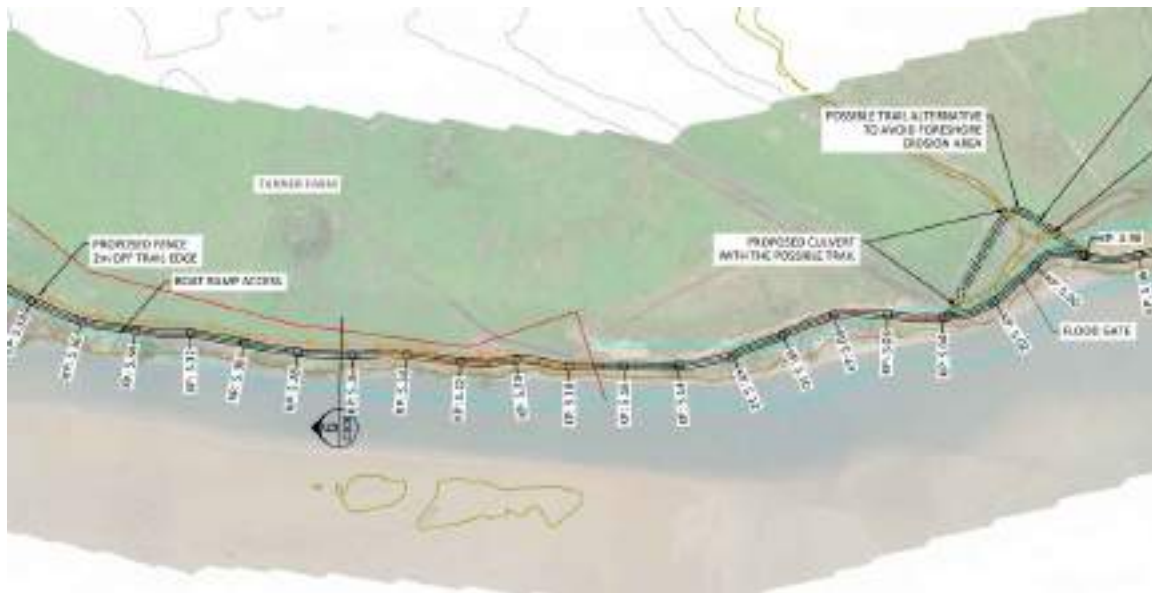


Figure 16: Trail set out from KP: 4.98 to KP: 5.38.

At approximately KP4.4700 there has been localised scouring of the riverside bund. Here the trail may be moved inland to avoid this area of scouring. Revegetation of this area or other means will occur to stabilise the river bank.

The trail alignment then continues along the preformed bund on TCDC controlled unformed legal road from KP 5.160 to 5.430. The bund separates the farmland from the estuarine area and will require removal of scrubby bush consisting of pampas and gorse etc. The trail then moves east of the unformed road.



Figure 17: Trail set out from KP: 5.40 to KP: 5.72.

From KP 5.430 to KP6.200 the trail is on long established farmland. The trail runs beside the river on the edge of existing farmland within the perimeter fence line of paddocks. Legally this land shows as part of the Tairua River and so is shown as water within both the Regional Coastal Plan and the District Plan.

However, this area is clearly land. This section does not appear to require district consent because it is long established land, and the trail formation meets the permitted activity standards for earthworks. However, if TCDC considers this does need consent as “unzoned land” then this application should be considered as applying for all necessary approvals for this section of the trail.



Figure 18: Trail set out from KP: 5.70 to KP: 6.10.

From KP5.970 to KP6.200 there is a line of trees adjacent to the marine vegetation. The trail is on the landward side of these trees. Most of the trees will be retained. The trail then traverses along the existing farm access road (internal stock movement and farm vehicle track) around a forested promontory. (KP6.230 – KP6.390).

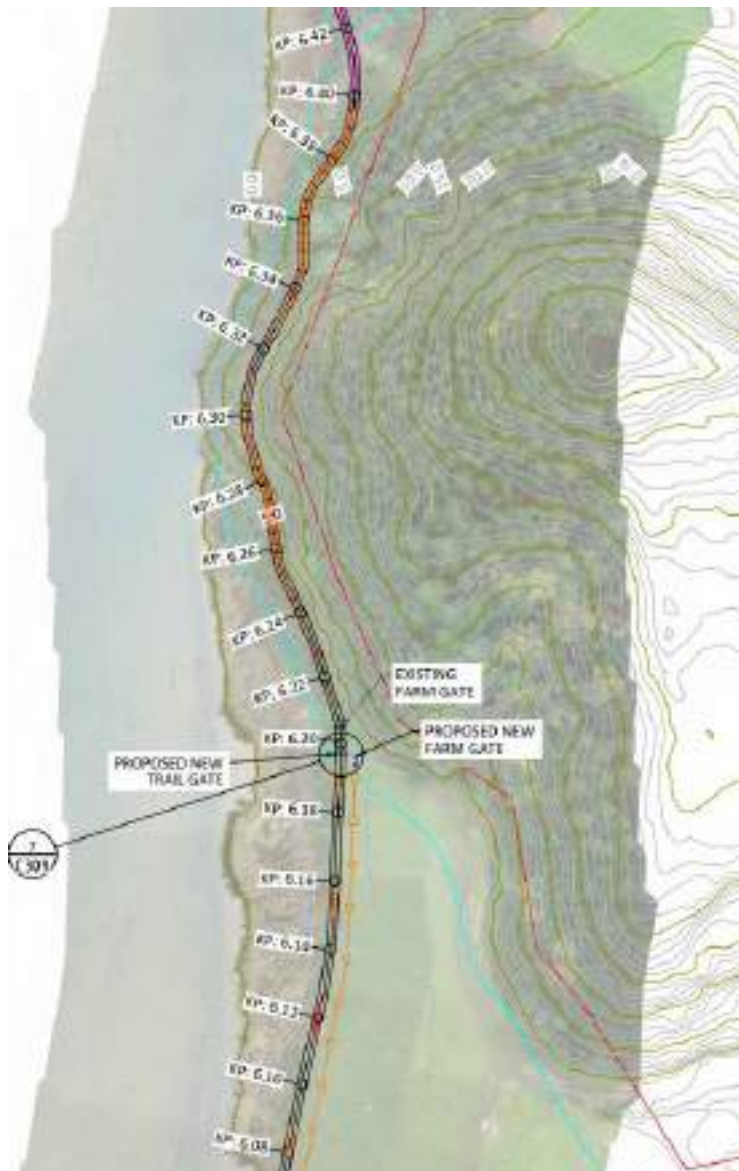


Figure 19: Trail set out from KP: 6.08 to KP: 6.42.

At point KP6.420 the trail crosses a minor tributary (Tanners #1 Drain) to the river. This is a salt marsh wetland. The crossing comprises an elevated boardwalk of approximately 50m in length. Section 3 of the trail then runs south adjacent to the existing farmland. Minor earthworks are required to form approximately 400m of trail which will be raised, levelled and compacted with river sand or metal trail. The trail then reaches the suspension bridge at KP 6.870.



Figure 20: Trail set out from KP: 6.40 to KP: 6.74. Boardwalk shown in pink.

Tairua River suspension bridge

The shared path trail extension terminates at the point where the existing trail finishes (a short 100m section of trail runs north of this point). The Tairua River at this point is about 100m wide. A 120m long by approximately 2m wide suspension bridge will be constructed at this location. No part of the structure is within the river boundaries, although obviously the vast majority of the bridge is above the river with a minimum clearance from the underside of the structure of 3m above MHWS at the centre of the span. Figure 21 provides an illustrated sketch of the proposed suspension bridge.



The towers at the southern end will be approximately 15m high and are located within the TCDC esplanade reserve.

The bridge requires deadman anchors set back about 45m from the towers, which anchor the catenary cables. The deadman anchors will have suitable in ground foundations probably in the form of piles and/or concrete blocks. The southern anchor blocks for the cables are located on the adjacent rural zoned land legally described as Lot 11 DP 413548 in the ownership of Jin and Lou Family Trust. Although the Jin and Lou Family Trust have not provided written approval to the proposal, the anchor blocks and cables have been specifically aligned with the easement identified as part marked A on DP 533760 in favour of the New Zealand Walking Access Commission under the Walking Access Act 2008 via Easement Instrument 11429536.1.

The northern towers will also be approximately 15m high and are located within the TCDC unformed legal road. The anchor blocks on the northern side are located within rural land with legal description Part Section 3 Block XIII Whitianga SD in the ownership of Alan Tanner and Suzanne Thompson. The owner has given their written consent to this development.



Figure 22: Trail set out from KP: 6.66 to KP: 7.04.

The land on which the foundation blocks are located will be protected under the New Zealand Walkways Act. The span of the bridge has a minimum clearance height above mean high water spring of 3m. The Maritime Safety division of WRC have confirmed that this clearance meets all necessary navigation safety requirements. The overall length of the bridge from tower to tower is approximately 120m. The southern walkway to gain access to the bridge is all on land protected under the New Zealand Walkways Act. It has maximum incline of 15 degrees (1:3.7) and a length of about 20m. At the northern end, the exit from the bridge is by way of a ramp parallel to the river turning north towards Tairua. All this structure is within the TCDC unformed legal road. It has a maximum incline of 15 degrees (1:3.7) and a length of about 25m.

The design specification for the bridge is to provide for a live load capacity of maximum 12 tonnes which equates to 100 people on the bridge. The bridge is capable of passing two people/ cyclists on the bridge. This load is seen as an appropriate maximum for people given likely usage. The bridge will be for walkers and cyclists only. Appropriate barriers will be in place to prevent any vehicles including 'all terrain' vehicles, quad bikes, or motorbikes, or stock from accessing the bridge.

The application originally sought consent for an alternative bridge alignment which relied on the written approval of the Jin and Lou Family Trust. As this party were unable to be contacted (as they were away overseas) the above alignment has become the final alignment as all the foundation blocks are on land which the trust currently controls through their existing easements or is on land which the owner has given their written consent.

With regard to cultural expression and information the Agent has noted that Ngāti Hei, Ngāti Maru and Ngāti Rautao have been invited by the Trust to provide culturally significant carvings at key points along the trail and to provide cultural and environmental information boards as part of a public education programme.

Within the cemetery, the importance of the place for returned servicemen will be appropriately acknowledged. The Trust will work with the RSA to achieve this. The detailed location and nature of this information is not known at this stage. Consequently, a condition of consent is requested enabling the Council to approve both the location and size and scale of the information panels.

Revegetation

Stage 4 will be subject to an extensive revegetation and pest trapping along the trail margins. The report by Boffa Miskell identifies key areas which would benefit from revegetation. Boffa Miskell will also provide a schedule of appropriate species to be planted. The Trust's commitment includes revegetation in accordance with the Boffa Miskell recommendations.

Construction

Construction of the suspension bridge will probably require a large digger or piling rig and other heavy machinery at either end. Machinery can access the existing trail from Hikua Settlement Road to get access to the southern end of the bridge location, and from SH25 through the old Tanner sawmill and along farm tracks to access the northern bridge location.

It is envisaged that there will be little or no disruption to public roads or other land with exception of the trail alignment corridor. Traffic management will be required in several places where construction is close to SH25. The land based trail will be built in sections and construction equipment such as mulchers, skid steer loaders and small diggers will access each section along the previously constructed trail keeping to a corridor of approximately 5m in width.

To construct the at-grade paths, minor earthworks to remove grass, topsoil and vegetation will be required. This will be followed by the deposition of clean fill and metal or river sand and then levelling to form a compacted “running surface”.

To construct the boardwalk sections, access tracks and temporary staging may be required. A small track mounted drill rig will be required to put in place the piles for the boardwalk. It is likely that construction of the boardwalk itself can be carried out from the previously constructed boardwalk segment. Staging, access, and laydown areas and a construction compound/s may also be required in suitable areas along the route. These will be identified in a construction management plan, offered as a condition of consent.

Staging

The trail will be built in stages. This application seeks to enable different connected stages (e.g. north from Tairua, or south across the suspension bridge) to be operational as soon as a stage is complete, provided all relevant conditions for that stage have been met.

Stages do not necessarily correspond to the three different sections; and in fact could consist of part of a section.

1.2 Site and Locality Description

The site is accurately described within section 4.0 of the application document. For ease of reference the main points will be replicated below: Photographs taken during the site visit completed on 11 January 2024 and included with the description below.



Figure 23: Trail to commence as a boardwalk around the river at the rear of Tairua Primary School.

The Tairua River is a river with multiple minor tributaries draining the eastern side of the Coromandel Ranges entering the Pacific Ocean between Tairua and Pauanui. The entire length of the portion of the river that is subject to this application is tidal. The lower reaches of the river provide extensive bays, beaches and mooring areas. Wharves at Tairua, Paku and Pauanui provide for a river ferry service, downstream of the location of the proposed trail.

The mid reaches of the river are tidal with extensive sandbanks and mangroves. Substantial portions of the river will dry out at low tide, but not across the full width of the stream. The river provides important habitat for fish life and wading birds. The tidal flats provide food areas for bird life with the river margins providing roosting and nesting habitat.

For the northern portion of the subject site, State Highway 25 is effectively either alongside the river or at what is a fairly steep cliff dropping from the State Highway down to the river margin. In this portion, the trail needs to be constructed on an elevated boardwalk. This is due to the lack of physical space to build a trail between mean high water springs and the highway.

The boardwalk is within the CMA. The boardwalk is set outside the dripline of the coastal vegetation (other than where the boardwalk joins the land at four locations). There is a relatively short land based section between two boardwalks.



Figure 24: Area of land between CMA/Tairua River and bank rising steeply to SH25.

The central and eastern end of the trail route is characterised by a thin strip of land between the river and State Highway 25. Effectively the trail runs either alongside or adjacent to, and on the seaward side of SH25 in the road reserve. For the 2754m central portion in the road reserve of SH25 the trail alignment is setback 15-30m from the river enabling the trail to be constructed in the road reserve but as far away as practicable from the existing carriageway.

A 175m section is at a location where the SH25 carriageway virtually abuts the salt marsh associated with the Tairua River. The salt marsh is an extensive area offering a variety of habitat. That portion immediately adjacent to State Highway 25 and subject to the works of this trail is degraded because of historic roadworks and immediate runoff from the carriageway.

The final 140m of the central portion of the trail runs on the river side of the treeline demarcating State Highway 25 and around the edge of the Tairua Cemetery. This is

characterised by manicured lawn area with burial plots. This cemetery includes a particular section dedicated to returned servicemen and women.



Figure 25: Trail to be constructed within a portion of Tairua Cemetery.

The western end of the trail is on informal stop banks or bunds immediately adjacent to pastoral farmland. The river margins are vegetated with native species and mangroves, but the trail is landward of this. Adjacent to these areas, some farm related drainage works including bunding and the installation of one way valve gates, were carried out in the 1950s and 1960s. These are referred to as “stopbanks” and or “bunds” and perform that function controlling historic periodic inundation of the farm. However, they are not part of the Waikato Regional Council (WRC) river management network.



Figure 26: Proposed location of the Swampy Bridge Strem Bridge.

Within this farmland area are two stormwater management ponds. These are artificial ponds required by WRC under an historic consent, and created to assist in the overall drainage

management of the farm. Farm cut-off drains terminate at the settlement ponds where silt settles before water is released into the river. The trail passes beside but does not impact these features.



Figure 27: Existing Stormwater Management Pond.

There are only two dwellings on the river side of State Highway 25 portion of the trail. One of these is the farm homestead (currently owned by the Tanner family). The second is a dwelling at Green Point. The trail does not impact the site of this dwelling, as the alignment remains in the SH25 road reserve when passing this dwelling.



Figure 28: Location of proposed Tairua River Suspension Bridge Crossing.

Figure 29 provides an overview of the length of the proposed trail, in relation to the surrounding environment.



Figure 29: Aerial view of the site (sourced from the Application). Proposed Trail follows Blue Line.

1.3 Internal Referrals

The application has been referred to the Council's Development Engineer for comment and assessment.

The Development Engineer noted that the only engineering related matters relate to the proposed earthworks, and the Crang Civil Engineering report dated 1 March 2023 provides suitable recommendations for Erosion and Sediment Control measures. As consent is required from Waikato Regional Council (WRC), the Development Engineer recommends that Council mirror any erosion and sediment control conditions imposed by WRC.

Although I am satisfied that Boffa Miskell has undertaken the landscape assessments comprehensively and in accordance with best practice, and that the report has been prepared and quality assured by suitability qualified and experienced staff, a desktop assessment of the conclusions was undertaken by SLR Consulting as an internal review of the reporting and conclusions reached.

The desktop assessment noted the following:

“1.0 Introduction

SLR has been engaged by Thames-Coromandel District Council (TCDC) to undertake a desktop analysis of the Landscape, Visual Amenity and Natural Character Assessment for the proposed Tairua River. The desktop analysis included the use of Google Street View (April 2023) and aerial imagery. No site visit has been taken at this stage.

The scope of landscape advice at this stage is to assist with determining public or limited notification for part of the application. Specifically, the span of the 120m suspension bridge across the Tairua River and the associated 15m high bridge pillars.

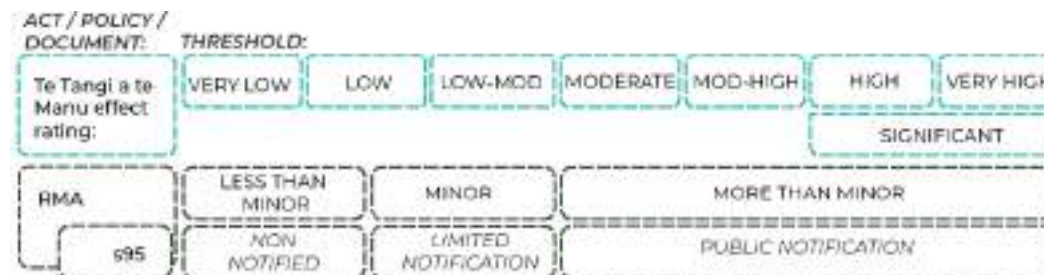
The relevant thresholds are as follows:

- ‘less than minor’, ‘minor’ or ‘more than minor’ conclusions that have been reached.
- Views from the public realm if ‘more than minor’.

The following documents were reviewed in preparing the advice:

- Landscape Assessment (May 2023).
- Graphic Supplement (May 2023).
- Suspension Bridge Tairua concept rev B.1 (21-10-2022) Abseil Access.
- Pauanui Tairua Bike Trail 20240119 (January 2024).

To assess effects the NZILA 7-point rating scale has been used in this peer review. An adapted version illustrating how this relates to RMA effects is shown below.



2.0 The Proposal

The proposal consists of the final stage of the ‘Tairua River Trail’ which links Tairua to Pauanui, a distance of 7km. This stage includes:-

- a cycle trail located on the northern side of the Tairua Harbour;
- a suspension bridge crossing the Tairua River; and
- a cycle trail connecting the suspension bridge to the existing cycle trail on the southern side of the river.

3.0 Methods & Methodology

The application assessment by Boffa Miskell:

- has been undertaken in line with Te Tangi a te Manu: Aotearoa/ New Zealand Landscape Assessment Guidelines [July 2022].
- Provides a visualisation from SH25 with a visualisation methodology in the graphic supplement.
- Identifies viewing catchment and viewing audiences. Although it should be noted that whilst recreational users of the Tairua River were identified in section ‘6.0 Visual

Catchment and Viewing Audiences' the visual effects on these users were not clearly assessed in subsequent effects sections.

4.0 Visual Amenity Effects – Public Realm

The visual catchment is restricted by topography, existing vegetation (forestry blocks) and the river's meandering alignment.

Public viewing audiences identified in the assessment include:

- *Viewers travelling on SH25 experiencing glimpsed transient views*
- *Recreational walkers and cyclist of the existing Tairua Walking and Cycling Trail southern side of the River.*
- *Recreational users on the Tairua River (although not clearly assessed).*

The reviewer believes these are appropriate for the proposal and its location.

The reviewer agrees that the adverse visual effects on public viewing audiences would be low because:

- *There is existing evidence of human activity and structures within the landscape setting – signaling lower sensitivity.*
- *Views from SH25 are only of a glimpsed nature with the proposal, therefore making a small proportion of the overall view.*
- *Recreational users of the existing path/cycleway would see the bridge as a continuation of the trail they are using.*
- *Recreational users of the Tairua River could use the bridge as a landmark/wayfinding marker. They are likely to view the bridge in context of recreational activities, of which they are also taking part.*

5.0 Visual Effects – Private Realm

The reviewer agrees that the effects from private residents take into consideration the following:

- *The distance between the properties and the proposed bridge.*
- *That the bridge forms a small portion of a wider view.*
- *The design of the bridge is to be visually recessive in appearance and semi-permeable in construction.*
- *Is in a rural environment with existing evidence of human activity and structures.*
- *A number of the surrounding residents have given written support of the proposal.*

However, the reviewer noted the adverse visual effects are low-moderate (application assessment assessed as Low). This is because of the introduction of the bridge span across the Tairua River. There are no other bridges spanning the river downstream to the harbour. The next bridge to cross the Tairua river is approximately 4.2km upstream (as the crow flies). This is a road bridge along SH25 close to 1 Hikuai Settlement Road, Hikuai.

6.0 Landscape Advice to Assist in Determining Notification

- *Regarding public notification at a threshold of 'more than minor'*

The adverse effects on the public realm within the visual catchment are considered to be Low and as per the applicant's assessment provided.

- *Assessment in relation to owners and occupiers with visibility of the site.*

The adverse effects on private residents within the visual catchment are considered to be low-moderate different to the low effects as per the applicant's assessment. However still 'no more than minor' when considered in RMA terms."

Clarification was sought from the reviewer in terms of limited notification as the reviewer had noted that the effects on private residents within the visual catchment is Low-Moderate. Clarification was asked in relation to identification of these parties, or whether the reviewer concurred with the assessment provided by Boffa Miskell on who these parties were.

The reviewer noted they [the Applicant] have gained written approval from the properties that are likely to have low-moderate adverse effects except for 430 Hikuai Settlement Road.

In response to this a request was sent to the Applicant that their Landscape Architect provide the analysis of effect on this property (430 Hikuai Settlement Road1) to determine the potential for limited notification.

This information was requested from the Applicant on 30 August 2024.

A letter was received from the Agent via email on 5 September 2024. Attached to the letter was an email from Boffa Miskell confirming the approach taken to determine parties who may be able to view the bridge. Confirmation was provided that the property at 430 Hikuai Settlement Road cannot view the bridge. The letter also included an email from Sharon and Damien Johansen that they cannot view the bridge from their property.

This information was supplied to the LVA reviewer, who confirmed via email that the owners and occupiers of 430 Hikuai Settlement Road are not considered affected by the proposal to any degree.

The application proceeded to process on this basis.

1.4 Matters in relation to Iwi Consultation

The Applicant's Agent has undertaken consultation with a representative of Ngāti Hei. This consultation involved provision of the application document and preliminary plans as well as a copy of the archaeological assessment undertaken by Neville Ritchie. A site walkover was completed. A series of emails were sent and received.

The Applicant received correspondence from Ngāti Hei dated 30 October 2023 and provided this as part of the application documentation. The letter advised:

"On behalf of Ngāti Hei, we are satisfied with the engagement to date, of which the Hikuai District Trust has undertaken with us to enable a full understanding of the proposal. This has included emails as well as kanohi ki te kanohi engagement.

We are also pleased with the suggested conditions subject to any change that may emerge from time to time

As such, we are happy to provide support for the project, and our written approval to the resource consent application."

The Applicant has proposed the following conditions as part of their application:

1. The Consent holder shall invite Ngāti Hei, Ngāti Maru and Ngāti Rautao to each appoint a cultural advisers to the project. Once appointed the cultural advisers will work

- with the Trust to undertake a cultural briefing of primary contractors and volunteers, and in the identification of suitable locations for cultural artwork and information panels.
2. The final location and size of information panels along the trail shall be approved by the TCDC Planning Manager.
 3. Should any accidental discovery protocols of koiwi occur the Consent holder shall immediately stop work on that part of the trail and 100m either side of the discovery. The Consent Holder shall inform Heritage NZ, TCDC and the cultural advisers. The Consent Holder shall thereafter follow the Heritage NZ protocols for accidental discovery.

As agreed with Ngāti Hei, these will be included as part of any decision on the consent, should it be granted.

It is noted that the Applicant has also undertaken consultation with representatives of Ngāti Maru and Ngāti Rautao.

Representatives of Ngāti Maru have provided confirmation, via email of the following matters:

1. *The Trust has had several hui with Ngāti Maru to discuss the proposal, including the route of the walkway and the type of construction including the suspension bridge, riverside trail, boardwalks and bridges.*
2. *Ngāti Maru is satisfied with the level of consultation.*
3. *Ngāti Maru is not seeking public notification or limited notification of the application.*
4. *The Trust has committed to continuing to keep Ngāti Maru informed of progress with the trail and has proposed conditions that recognise Ngāti Maru as mana whenua.*

No formal response has been received from Ngāti Rautao, but a record of consultation with Ngāti Rautao is included as Appendix N to the application.

2.0 Planning Framework

The Thames - Coromandel District Plan was declared Operative in Part on the 15th of March 2024 in accordance with clause 17 (2) of Schedule 1 of the RMA. All provisions relating to the subject application are confined to the sections of the District Plan which are Operative in Part, therefore I do not consider the applicable provisions of the Operative Plan (2010) to have any relevance.

2.1 Operative in Part District Plan (OPDP) Zoning

The site is located partially within a number of zones, including Conservation, Open Space, Recreation (Passive), Road, Rural and Unformed Road.



2.2 OPDP Overlays

The entirety of the site is located within the Coastal Environment overlay. As detailed above, a portion of the proposed activity is located within the Coastal Marine Area (CMA), within the jurisdiction of the Waikato Regional Council.

Approximate location of the trail (red line) identified on the District Plan Map snips provided below.



Figure 30: Approximate trail location in red from KP 0.00 to KP 2.24

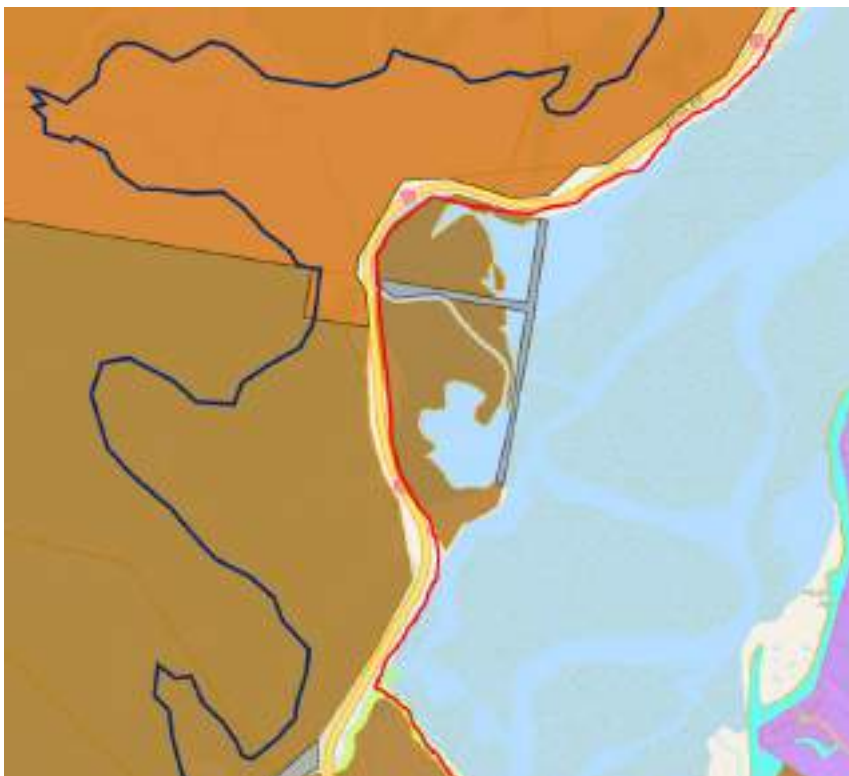


Figure 31: Approximate trail location in red from KP 2.24 to KP 4.30



Figure 32: Approximate trail location in red from KP 4.30 to KP 7.04

2.3 Designations, Limitations and Interests

There are several relevant records of title and various owners of the property over the length of the trail.

The Applicant has identified land in public ownership as

- A 866m boardwalk within the Coastal Marine Area (CMA).
- Thames Coromandel District Council (TCDC) unformed legal road. This unformed legal road dates back to when the proposed access to Tairua was along the river edge.
- 974km of Crown land administered by the Department of Conservation (DOC) effectively being a marginal strip along the river.
- 2,754m of land vested as national highway and under the management of Waka Kotahi New Zealand Transport Agency (NZTA). This is State Highway 25 (SH25) and is designated as NZTA1 within the OPDP.
- 140m of TCDC parkland being a portion of the Tairua Cemetery.

In relation to land within the State Highway a Corridor Access Request will need to be made to construct the trail which is a separate process to the resource consent. This is the responsibility of the Applicant.

A Concession has been sought from the Department of Conservation (DOC) to enable the trail to traverse land within the ownership of DOC. This is a separate process from the resource consent sought from TCDC.

A Memorandum of Understanding is being sought from TCDC with regard to access, use and ownership of the trail. This is also a separate process from the resource consent.

Land in private ownership includes land owned and occupied by the CML Tanner No 3 Trust. The Applicant has a Memorandum of Understanding regarding the Tairua River Trail with

this party, which outlines the obligations of both parties with regard to access, liability, health and safety and the like. Written approval to the application has also been provided by the CML Tanner No 3 Trust.

There are no designations, limitations or interests on private land which will prevent the proposal from proceeding.

2.4 Reasons for Consent

The Applicant has provided an assessment of the proposal against the Appeals version of the Proposed District Plan rules in Section 6 of the application document.

This assessment notes that:

- (a) The use of a walking and cycleway trail is a permitted activity throughout the district under Rule 39.2. The activity itself does not trigger any consents.
- (b) The height of the pylons of the suspension bridge (four poles in two pairs with cross framing connecting each of the poles within the pair) exceed the 12m zonal height. Actual height is 15m. This is a restricted discretionary activity.
- (c) The earthworks within the road zone area within sections 1 and 3 of the application comply with the permitted activity standards.
- (d) The earthworks in part of section 2 comply with the permitted activity standard.
- (e) The earthworks in section 2 between points KP2.06 and KP2.20, and KP2.26 and KP2.45, may exceed the permitted standards. This is a restricted discretionary activity.
- (f) Those parts of the trail and structure within the rural zone (essentially the suspension bridge retaining piles) comply with the standards for earthworks within the rural zone and comply.
- (g) Between KP4.7 and KP4.84 within the rural zone, a farm ditch is relocated to create the width for the trail. This triggers a restricted discretionary activity consent for earthworks.
- (h) Within the Open Space – Conservation and Open Space – Formal zones, the development complies with the earthworks standards.
- (i) At Swamp Creek, Oturu Stream and Red Bridge Creek, the trail crosses the creek on bridges. The water crossing is part of the application to WRC. The bridge embankment is within TCDC. This is on land zoned Road. These buttresses/embankments and the safety pylon structures are all less than 2m in height and comply with the standards of the zone both in terms of the structure and in terms of earthworks.

However, given that the Proposed District Plan is now Operative in Part, I have provided a summary assessment of the relevant provisions below.

For the purpose of clarification, it is noted that the Applicant has separated the area and volume of works into three stages. These stages can each traverse various zones. Although the total area and volume of earthworks equates to 3.2ha and 11,350m³ respectively, this does not trigger resource consent requirements in each zone, as some zones do not contain a restriction on the overall volume and area of works that can be undertaken, as such I have assessed the area and volume in relation to each Zone as it applies to each section of the trail as identified below.

Section 1 – KP1.02 to KP0.00

Length	1020m
Area	0.5ha
Topsoil strip volume	500m ³
Earthworks cut/fill	300m ³
Pavement Import	100m ³
Topsoil Respread	500m ³

Section 2 – KP4.12 to KP1.02

Length	3100m
Area	1.4ha
Topsoil strip volume	2800m ³
Earthworks cut/fill	1200m ³
Pavement Import	1550m ³
Topsoil Respread	2800m ³

Section 3 – KP7.00 to KP4.12

Length	2880m
Area	1.3ha
Topsoil strip volume	2600m ³
Earthworks cut/fill	800m ³
Pavement Import	1500m ³
Topsoil Respread	2600m ³

Table 1 – Rules Assessment

Rule	Complies	Comment
Section 29 - Biodiversity		
Rule 1 – Clearing indigenous vegetation outside of the Rural Area.	Restricted Discretionary Activity	Part of the works addressed within the Ecological Assessment provided by the Applicant are located within the Road and Recreation Passive Zones. As such, Rule 1 is applicable to these works. The site is not protected by a conservation covenant or Council or QEII encumbrance. It is noted that the portions of the works are authorised by way of a Waikato Regional Council consent. It is noted that portions of the work are within legal road reserve. Although the indigenous vegetation clearance is to create a cycle and pedestrian track, it is not for the creation of a “farm track” and therefore does not comply with Rule 29.1 o) ii). Matters of discretion are restricted to Table 1 at the end of Section 29.
Rule 2 – Clearing indigenous vegetation in the conservation Zone	Restricted Discretionary Activity	Part of the works addressed within the Ecological Assessment provided by the Applicant are located within the Conservation Zone. As such Rule 2 is applicable to these works. It is noted that portions of the works are authorised by way of a Waikato Regional Council consent. Although the indigenous vegetation clearance is to create a cycle and pedestrian track, it is not for the creation of a “farm track” and therefore does not comply with Rule 29.2 p) iii). Matters of discretion are restricted to Table 1 at the end of Section 29.
Section 39 – Transport		
Rule 2 Cycleway, Walkway A cycleway or walkway is a permitted activity.	Permitted	A cycleway is a permitted activity throughout the District subject to compliance with the underlying Overlay and Zone rules.
Section 43 – Conservation Zone		
Rule 6 - Earthworks Earthworks are a permitted activity provided. a) They are not within a kauri hygiene zone; and b) They are for utility installation, maintenance, upgrading and/or removal by the Council or network utility operator; OR c) They are not within the kauri hygiene zone; and d) Silt and sediment resulting from the earthworks remains within	Permitted	

<p>the conservation zone; and</p> <p>e) The distance of any cut or fill from the conservation zone boundary is greater than the height of the cut/fill; and</p> <p>f) They are set back from any buried Council-owned wastewater, stormwater, or water pipe by a distance equal to the depth of the pipe plus the pipe radius (i.e. a 45 degree setback area either side of the pipe.</p>		
Section 50 – Open Space Zone		
<p>Rule 5A Earthworks not within a kauri hygiene zone are a permitted activity provided:</p> <p>h) They meet the following standards</p> <p>i. The standards in Table 2; and</p> <p>ii. Silt and sediment resulting from the earthworks remains within the site; and</p> <p>iii. Any surplus excavated material is reused on the site or is removed from the site within 3 months from when the work started; and</p> <p>iv. The earthworks are stabilised within 3 months from when work started; and</p> <p>v. For fills/cuts to be assessed separately for the purpose of Table 1 standards, a flat 'terrace' between fills/cuts, must have a width perpendicular to the adjoining fill/cut that is more than twice the height of the adjoining fill/cut above the terrace. Otherwise the fill/cut is treated as one fill/cut.</p> <p>Table 2 – Earthwork Standards</p> <ul style="list-style-type: none"> • Max area per site per calendar year - 50m². • Maximum volume per site per calendar year - 50m³. 	<p>Restricted Discretionary Activity</p>	<p>A total area of 1.3ha of earthworks is proposed which exceeds the maximum 1ha area.</p> <p>The combined volume of earthworks will be 4,900m³ which exceeds the 2,500m³ permitted.</p> <p>The works along the extent of the trail will exceed a total duration of three months.</p>

<ul style="list-style-type: none"> • Maximum height of any fill and/or cut - 1.5m. • Maximum height of any cut or fill that is retained by a legally established retaining wall – 2.5m. • Maximum duration of work within any calendar year -3 months. 		
Section 53 – Recreation Passive		
<p>Rule 8A Earthworks not within a kauri hygiene zone are a permitted activity provided:</p> <p>h) They meet the following standards</p> <ul style="list-style-type: none"> i. The standards in Table 1; and ii. Silt and sediment resulting from the earthworks remains within the site; and iii. Any surplus excavated material is reused on the site or is removed from the site within 3 months from when the work started; and iv. The earthworks are stabilised within 3 months from when work started; and v. For fills/cuts to be assessed separately for the purpose of Table 1 standards, a flat 'terrace' between fills/cuts, must have a width perpendicular to the adjoining fill/cut that is more than twice the height of the adjoining fill/cut above the terrace. Otherwise the fill/cut is treated as one fill/cut. <p>Table 1 – Earthwork Standards</p> <p>From a site boundary, a building foundation, or a cliff (1:2 gradient or steeper):</p> <ul style="list-style-type: none"> • To the toe of a fill (without a legally established retaining wall) – Equal to the maximum height of the fill. • To the toe of a cut (without a legally established retaining wall) – Equal 1.5 	Permitted	

<p>times the maximum depth of the cut.</p> <ul style="list-style-type: none"> • To the crest of a cut (without a legally established retaining wall) – 0.3m • To top or bottom of a legally established retaining wall supporting a cut or fill – equal to the maximum height of the retaining wall. 		
Section 55 – Road Zone		
<p>Rule 4A Earthworks not within a kauri hygiene zone are a permitted activity provided:</p> <ol style="list-style-type: none"> They meet the standards in Table 1; and Silt and sediment resulting from the earthworks remains within the site; and Any uncovered earth is stabilised within 3 months from when work started; and Any surplus excavated material is reused on the site or is removed from the site within 3 months from when the work started; and For fills/cuts to be assessed separately for the purpose of Table 1 standards, a flat ‘terrace’ between fills/cuts, must have a width perpendicular to the adjoining fill/cut that is more than twice the height of the adjoining fill/cut above the terrace. Otherwise the fill/cut is treated as one fill/cut. <p>Table 1 – Minimum setback distance of earthworks</p> <p>From the Road Zone boundary:</p> <ul style="list-style-type: none"> • To the toe of a fill (without a legally established retaining wall) – Equal to the maximum height of the fill. • To the toe of a cut (without a legally established retaining wall) – Equal 1.5 	<p>Restricted Discretionary Activity</p>	<p>The works along the trail will exceed a maximum of three months, although works will be stabilised progressively, any surplus material may not be reused or removed from the site within the 3 months from when work started.</p> <p>With regard to the Road zone, it is noted within the OPDP “where a structure is located in an adjacent zone, but encroaches into the Road Zone, the adjacent rules apply and the Road Zone rules do not apply”.</p> <p>In this instance the bridge structure is located partially within the Rural Zone and partially within the Road Zone. As such the provisions of the Rural Zone will apply to the bridge.</p>

<p>times the maximum depth of the cut.</p> <ul style="list-style-type: none"> • To the crest of a cut (without a legally established retaining wall) – 0.3m • To top or bottom of a legally established retaining wall supporting a cut or fill – equal to the maximum height of the retaining wall. 		
Section 56 – Rural Zone		
<p>Rule 7 – Earthworks</p> <p>1. Earthworks are a permitted activity provided:</p> <p>a) They are not within a kauri hygiene zone; and</p> <p>ix) They meet the following:</p> <p>a. The standards in Table 1; and</p> <p>b. Silt and sediment resulting from the earthworks remains within the site; and</p> <p>c. A flat terrace between fills/cuts must have a width perpendicular to the adjoining fill/cut that is more than twice the height of the adjoining fill/cut above the terrace. Otherwise the earthworks are treated as one fill/cut; and</p> <p>d. In the Coastal Environment any surplus excavated material is reused on the site or is removed from the site within 3 months from when work is started; and</p> <p>e. In the Coastal Environment the earthworks are stabilised within 3 months from when the work started; and</p> <p>f. In the Coastal Environment they meet</p>	<p>Restricted Discretionary Activity</p>	<p>A total area of 1.3ha of earthworks is proposed which exceeds the maximum 1ha area.</p> <p>The combined volume of earthworks will be 4,900m³ which exceeds the 2,500m³ permitted.</p> <p>The works along the extent of the trail will exceed a total duration of three months.</p> <p>Structures associated with the cycleway/walkway must comply with the Rural Zone Standards. The maximum height of a structure permitted within the Rural Zone is 8m. The proposed bridge will be a maximum height of 15m and does not comply.</p>

<p>the earthworks thresholds in Table 2.</p> <p>Table 1 – minimum setback distance of earthworks</p> <p>From a site boundary, a building foundation, or a cliff (1:2 gradient or steeper):</p> <ul style="list-style-type: none"> • To the toe of a fill (without a legally established retaining wall) – Equal to the maximum height of the fill. • To the toe of a cut (without a legally established retaining wall) – Equal 1.5 times the maximum depth of the cut. • To the crest of a cut (without a legally established retaining wall) – 0.3m. • To top or bottom of a legally established retaining wall supporting a cut or fill – equal to the maximum height of the retaining wall. <p>From buried Council-owned wastewater, stormwater or water pipes – The depth of the pipe plus the pipe radius (i.e. a 45 degree setback zone either side of the pipe).</p> <p>Table 2:</p> <ol style="list-style-type: none"> 1. Maximum area per site per calendar year – 10,000m² (1ha) 2. Maximum volume per site per calendar year – 2,500m³ 3. Maximum height of any fill and/or cut – 5m. 4. Maximum duration of work within any calendar year – 3 months. <p>Maximum height – 8m. Proposed height of the bridge structure is 15m.</p>		
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2.5 Activity Status

The application will be assessed as a **RESTRICTED DISCRETIONARY** activity.

2.6 Other Consents

Separate consents have been sought from Waikato Regional Council (WRC) in relation to work within the Coastal Marine Area. WRC granted the following consents on 10 June 2024.

Table 2: WRC Consents Granted

Reference Id	Activity Subtype	Activity Description
AUTH146264.01.01	Bed - structure	To construct and use a 120-metre-long suspension bridge over the Tairua River
AUTH146264.02.01	Bed - structure	To construct and use a 14-metre-long bridge over Oturu Stream
AUTH146264.03.01	Bed - structure	Construction of a 50-metre-long boardwalk within a natural inland wetland.
AUTH146264.04.01	Occupation	To construct and use an 866-metre-long boardwalk structure in the CMA, including occupation; and a 5-7 metre span bridge crossing "Red Bridge Stream" which intersects the CMA.
AUTH146264.05.01	Reclamation	Reclaim approximately 350 square metres of CMA by depositing material to form a pedestrian/cycleway trail
AUTH146264.06.01	Land - disturbance	Earthworks in a High-Risk Erosion Area associated with trail formation adjacent to the Tairua River.
AUTH146264.07.01	Land - other	Deposition of fill for trail formation in high-risk locations adjacent to the Tairua River.
AUTH146264.08.01	Disturbance	To eradicate approximately 350-400 square metres of indigenous vegetation from the CMA along the Tairua River.

Resource Management (National Environmental Standards for Freshwater) Regulations 2020 (NES-F)

The regulations came into force on 3 September 2020 and apply to activities where they may affect freshwater.

The Applicant has sought the appropriate consents for activities under the NES-F from WRC. It is noted that the NES-F is regulated by WRC (as per Regulation 5) and matters of ongoing compliance in relation to it, are the responsibility of WRC.

Section 95A and 95B

Report Determining Notification of an Application

3.0 Public Notification Assessment

Section 95A of the RMA requires a step by step process to determine whether public notification of an application is required or precluded under certain circumstances.

Step 1

The provisions in sections 95A(2) and (3) explain when public notification is mandatory. The application must be publicly notified if any one of the following apply:

- (a) the applicant has requested that the application be publicly notified; or
- (b) public notification is required under section 95C; or
- (c) the application is made jointly with an application to exchange recreation reserve land under section 15AA of the Reserves Act 1977.

The Applicant has not requested public notification of the application, public notification is not required under section 95C, and the application does not involve the exchange of recreation reserve land.

Step 2

If none of the criteria in sections 95A(2) and (3), Step 1, are met, then we are required to proceed to sections 95A(4) to (6) which describe when public notification is precluded. Where public notification is precluded we are then required to go to **Step 4** section 95A(9) and consider whether there are any special circumstances.

Sections 95A(4) and (5)(a), precludes public notification of the application if the resource consent is for one or more activities, and each activity is subject to a rule or national environmental standard that precludes public notification. There are no rules in the OPDP or a National Environmental Standard that preclude public notification.

Section 95A(4) and (5)(b) precludes public notification of the application if it is for a boundary activity, unless there are special circumstances.

Public notification of this application is not precluded under Step 2, sections 95A(4) to (5).

Step 3

If any of the criteria in step 2, section 95A(5) are not met, then we must consider sections 95A(7) and (8) and whether public notification is required. If either of the criteria in section 95A(8) are met, then the application should be publicly notified.

Under sections 95A(7)(a) and (8)(a), public notification is required if the application is for a resource consent for one or more activities, and any of those activities is subject to a rule or national environmental standard that requires public notification. Neither the OPDP nor a National Environmental Standard requires public notification of the application.

Under section 95A(8)(b), public notification is required if the Council as consent authority decides, in accordance with section 95D, that the activity will have or is likely to have adverse effects on the environment that are more than minor. In determining whether an application

will have adverse effects on the environment that are more than minor, section 95D requires that Council disregard:

- any effects on persons who own or occupy the land in, on or over which the activity will occur; or
- any land adjacent to that land; and
- in the case of a restricted discretionary activity, must disregard an adverse effect that does not relate to a matter for which a rule or national environmental standard restricts discretion; and
- trade competition and the effects of trade competition; and
- any effect on a person who has given written approval to the application.

In addition, the Council may disregard an adverse effect of the activity if a rule or national environmental standard permits an activity with that effect, this is known as the 'permitted baseline'. These matters are addressed in the following paragraphs.

Adjacent Parties

I consider the adjacent parties to be the owners and occupiers of the sites shown numbered within the figures and identified in the corresponding tables below.



Figure 33: Adjacent Parties Map 1

The details of the adjacent properties are set out in Table 3, below.

Table 3 - Adjacent Parties Map 1

Number	Name	Address	Legal
1	Ministry of Education	110 Main Road, SH25, Tairua	Sec 15 Part Sections 16 17 Tairua Village BLK II SEC 1 SO 348666
2	Di Qui	79 Main Road, Tairua	Lot 1 DPS 55662
3	Doreen Patricia Turner, Roger Winton Turner	77 Main Road, Tairua	Lot 2 DP 506149
4	Richard Dean Turner	71 Main Road, Tairua	Lot 3 DP 506149
5	Vicki Sue Van Dorp	49 Main Road, Tairua	Lot 4 DPS 55662
6	Brian Ernest Hart, Linda Hart	47 Main Road, Tairua	Lot 3 DPS 55662
7	Kathryn Megan Hill, Richard John Hill	43 Main Road, Tairua	Lot 2 DPS 76957
8	Gareth Raymond Beatson, Melissa Kim Beatson	10 Aldermen Lane, Tairua	Lot 5 DP 379148
9	Meagan Penny Holwerda, Nicholas Holwerda	8 Aldermen Lane, Tairua	Lot 4 DP 379148
10	Elaine Wendy Clements, Christopher John McKenzie	6 Aldermen Lane, Tairua	Lot 3 DP 379148
11	Garth Findlay Iggulden, Jennifer Erin Iggulden	4 Aldermen Lane, Tairua	Lot 2 DP 379148
12	Dylan James Curtin, Michaela Sarah Curtin	2 Aldermen Lane, Tairua	Lot 1 DP 379148
13	Marilyn Grace Richards, Ray Anthony Graham Richards	3 Aldermen Lane, Tairua	Lot 6 DP 379148
14	Donald Murray Gilmore, Margaret Mary Gilmore	15 Main Road, Tairua	Lot 1 DPS 27318
15	Cemetery Reserve	16 Main Road, Tairua	Part Section 13 Tairua SETT



Figure 34: Adjacent Sites Map 2

Table 4 - Adjacent Parties Map 2

Number	Name	Address	Legal
16	Powerco Limited	11 Main Road, Tairua	Part Section 12 Tairua SETT
17	Thames-Coromandel District Council	20 Red Bridge Road, Pukepoto, Hikuai	Part Section 20 Block XIII Whitianga SD
18	Mark Fielden Ofsoke	3327 Tairua Road, Pukepoto, Hikuai 3323	Part Lot 2 DPS 66139
19	VDE Limited	3269 Tairua Road, Pukepoto, Hikuai	Section 22 Block XIII Whitianga SD
20-25	Crown Land		Section 2 SO 58388 Part Section 1 SO 58388 Section 4 SO 58388 Part Section 5 SO 58388 Section 4 SO 59975 Section 2 SO 59975
26	Brian Henry Redgate, Sandra Marie Redgate	3215 Tairua Road, Pukepoto, Hikuai	Lot 1 DPS 90961 Lot 2 DPS 90410

27	Sheryl Mary Doria, Tashlin Meyer L'amour Jones, Wayne Towyn Ngamako Jones, Nyvonne Mari Urumoa Krause, Isobel Renata, Theo Poukowhai van der Heijden, Riki Harold Walker, Willie Walker, Nancy Young	3211 Tairua Road, Pukepoto, Hikuai	Part Section 2 Block XIII Whitianga SD
28	Hakaraia Horoa		Section 3 SO 59975
29	Matariki Forests North Island Limited	2957 Tairua Road, Pukepoto, Hikuai 3157B Tairua Road, Pukepoto, Hikuai	Part Lot 1 DPS 55991



Figure 35: Adjacent Sites Map 3

Table 5 - Adjacent Parties Map 3

Number	Name	Address	Legal
30, 31	Alan David Tanner, Cathryn Suzanne Thompson	3000 TAIRUA ROAD SH25, HIKUAI	Lot 2 DP 546685, SEC 4 Part Section 4 Block XIII Whitianga SD Lot 2 DP 546685 Section 12 Block XIII Whitianga SD Part Section 3 Block XIII Whitianga SD
32	Crown Land	3136 Tairua Road, Pukepoto, Hikuai	Crown Land Survey Office Plan 44636
33	Crown Land		Crown Land Survey Office Plan 26858



Figure 36: Adjacent Sites Map 4

Table 6 - Adjacent Parties Map 4

Number	Name	Address	Legal
34	Crown Land		Lot 3 DPS 41957
35	Jin and Lou Family Trust Limited	455 Hikuai Settlement Road, Hikuai	Lot 11 DP 413548
36	Valerie Dawn Becroft, Coast to Coast Trustees Limited	403 Hikuai Settlement Road, Hikuai	Lot 12 DP 413548
37	Stephen Edward Adams, Karen Anne Johnston	345 Hikuai Settlement Road, Hikuai	Lot 2 DPS 15448
38	Gary William Fowler, Marilynn Anne Fowler	408 Hikuai Settlement Road, Hikuai	Lot 1 DPS 24173
39	G & L Trustee 2016 Limited, Damian Russell Johansen, Sharon Frances Johansen	430 Hikuai Settlement Road, Hikuai	Lot 1 DPS 63581

40	Richard William Cloake, Kellie-Jane Stansfield	432 Hikuai Settlement Road, Hikuai	Lot 1 DPS 81136
41	Eltan (Walsdorf) Trustees Limited, Karen Joanne Walsdorf, Mark George Walsdorf	462 Hikuai Settlement Road, Hikuai	Lot 2 DPS 81136
42	Sarah-Jane Laing, Stewart Andrew Anderson Laing	580A Hikuai Settlement Road, Hikuai	Lot 3 DPS 81136
43	Bryan John Coppersmith, Kim Louise Coppersmith	492 Hikuai Settlement Road, Hikuai	Lot 2 DPS 26196
44	Recreation Reserve New Zealand	2820 Tairua Road, Pukepoto, Hikuai	Part Section 14 Block III Tairua SD
45	Matariki Forests North Island Limited	2957 Tairua Road, Pukepoto, Hikuai 3157B Tairua Road, Pukepoto, Hikuai	Part Lot 1 DPS 55991

Written Approvals and Trade Competition

In the case of a restricted discretionary activity, Section 95D requires that Council disregard any adverse effect that does not relate to a matter for which a rule or national environmental standard restricts discretion. I have limited the assessment in this report to those matters over which discretion is reserved.

Section 95D also requires that Council disregard trade competition and the effects of trade competition, any effect on a person who has given written approval to the application, and any adverse effect if a rule or national environmental standard permits an activity with that effect.

The following parties, identified within the tables above, have provided their written approval to the application:

Table 7 – Written Approval Provided

Number	Name	Address	Legal
30, 31	Alan David Tanner, Cathryn Suzanne Thompson	3000 TAIRUA ROAD SH25, HIKUAI	Lot 2 DP 546685, SEC 4 Part Section 4 Block XIII Whitianga SD Lot 2 DP 546685 Section 12 Block XIII Whitianga SD Part Section 3 Block XIII Whitianga SD
36	Valerie Dawn Becroft, Coast to Coast Trustees Limited	403 Hikuai Settlement Road, Hikuai	Lot 12 DP 413548
37	Stephen Edward Adams, Karen Anne Johnston	345 Hikuai Settlement Road, Hikuai	Lot 2 DPS 15448
38	Gary William Fowler, Marilyn Anne Fowler	408 Hikuai Settlement Road, Hikuai	Lot 1 DPS 24173
40	Richard William Cloake, Kellie-Jane Stansfield	432 Hikuai Settlement Road, Hikuai	Lot 1 DPS 81136
41	Eltan (Walsdorf) Trustees Limited, Karen Joanne Walsdorf, Mark George Walsdorf	462 Hikuai Settlement Road, Hikuai	Lot 2 DPS 81136
43	Bryan John Coppersmith, Kim Louise Coppersmith	492 Hikuai Settlement Road, Hikuai	Lot 2 DPS 26196

Permitted Baseline

As mentioned above, pursuant to section 95D, a Council may disregard an adverse effect of the activity on the environment if the plan or a national environmental standard permits an activity with that effect (i.e., the Council may consider the 'permitted baseline'). The permitted baseline is a concept designed to disregard effects on the environment that are permitted by a plan or have been consented to with regard to who is affected and the scale of the effects.

The OPDP provides for earthworks within the above listed zones as a permitted activity provided they comply with all relevant performance criteria / rules outlined in each of the zones.

In this instance, the below effects assessment shall only consider the earthworks area being 1.3ha as opposed to the 1ha permitted, the volume being 4,900m³ rather than 2,500m³ and the duration of the works being greater than three months.

Additionally, structures within the Rural zone are permitted to a maximum height of 8m. The proposed bridge will be a maximum height of 15m and as such it is only the effects of the structure over 8m that are considered below.

Assessment of Adverse Effects on the Environment

As a Restricted Discretionary Activity, Council restricts the exercise of its discretion to the following matters in relation to earthworks:

- Effects of not meeting the standard;
- Erosion and sediment control measures; and
- Off site effects of earthworks.

As a restricted Discretionary Activity, Council restricts the exercise of its discretion to the following matters in relation to the maximum height infringement:

- Effects of not meeting the standard; and
- Location, design and layout of the activity.

I have considered this application and it is my opinion that any adverse effects that may arise from this proposed activity would relate to effects on:

- Landscape and Visual
- Character and Amenity;
- Earthworks;
- Ecological.

The assessment that follows centres around these specific matters.

Landscape and Visual Effects

The Applicant provided an assessment of landscape effects as Appendix E to the application document titled Tairua River Trail – Northern Cycleway Route, Landscape, Visual Amenity and Natural Character Assessment prepared for Hikuai District Trust by Boffa Miskell and dated 29 May 2023.

The Landscape, Visual Amenity and Natural Character Assessment (LVA) assessment concluded that:

“Other than in respect of the suspension bridge crossing the river the elements of the proposed trail including a gravel pathway, small bridge / culvert crossings and boardwalks already form the trail on the southern bank of the river with minimal landscape impact. Planting and pest control associated with the established trail are leading to environmental enhancement.

The Tairua Harbour and River, whilst important features with their own distinctive character have not been identified as an area of Outstanding or High Natural Character. Neither have they been identified as an Outstanding Natural Feature or Landscape. Whilst the immediate river and harbour environment has a layering of natural elements, including tidal flats and channels, the margin and wider landscape are overlain with a number of constructed elements and human related activities including infrastructure, rural land uses and a low level of residential development which increases with proximity to the two settlements.

Overall, the trail can be accommodated in the landscape without dominating its character or compromising the natural character values of the Tairua Harbour and river due to the following reasons:

- Within the trail alignment, there will be minor modifications to landform and relatively limited vegetation removal including areas of rank grass, exotic weed species and some areas of indigenous shrubland, individual trees and mangrove habitat. Revegetation is also proposed as part of the trail such that overall vegetation enhancement will occur over time.*
- The connectivity of the active public travel network for pedestrians and cyclists will be enhanced. Through the connection with the cycle trail, a safe route with high amenity will be provided connecting Tairua with Pauanui. The suspension bridge will form a new local landmark within the Tairua area and provide a sense of place associated with the public recreational trail. The design of the bridge will contribute as a feature to the identity of the Tairua / Pauanui area rather than solely responding to its utilitarian requirement.*
- The light-weight design of the bridge will minimise bulk and will not block any views due to its visually lightweight construction. While the height of the towers will lead to a wider extent of visibility, the reduced bulk means that views to the backdrop of the structure will be maintained.*
- The proposed bridge will be visible from a small number of elevated large lot residential properties on the south side of the river, forming a new built element to these views. However, when seen the proposed slender, lightweight structure of the bridge and its recessive colours, together with the distance of the view and the wider visual context of such views will mean the impact of the introduction of the bridge will have a low effect. The adverse visual effect in respect of views from these residential properties is considered to be low. It is also noted that these residents have provided written approvals and are not themselves concerned by the proposal.*
- The design of the proposed boardwalk responds to the underlying landscape patterns. The gentle curve of the boardwalk has been designed to integrate into the coastal setting and reflect the gentle curving coastline. Aesthetically, the design of the low-profile boardwalk will not be incongruous in the coastal environment of the Tairua Harbour. Similar boardwalk elements are already accommodated with very limited impact on the southern harbour edge as part of the established trail.*
- Although the presence of the boardwalk in the Tairua Harbour will add additional modification, the local natural character of the estuary will not change the proposed boardwalk will not affect the coastal processes of the harbour. The fluctuating ebb and flow of the tide with the shoreline will remain unchanged. In particular, the coastal cliffs and their cover of established native vegetation will be largely unaffected, maintaining the predominant character of the landward edge. The adoption of a boardwalk for these*

sections of the trail is proposed to avoid adverse effects on established coastal broadleaf forest vegetation and the natural harbour edge.

- Due to the topography, road layout and intervening vegetation, close views to the boardwalk structures and a large proportion of the cycle trail will be restricted to its recreation users.
- The ecological report has identified numerous opportunities along the proposed route for revegetation and enrichment planting to replace weed infestations, improve current ecotone value, provide cover for key species (especially banded rail and fernbird), create suitable refuges and roost structures for species during high tide periods, improve buffering and connectivity around and between isolated habitats, facilitate movement across the trail for sensitive species, and discourage individuals from traversing high-risk areas such as roads. Indigenous species planting proposed as part of the proposal as well as pest control, all of which are undertaken by local volunteers from within the community will enhance the natural character and indigenous habitat values of the wider area over the long term.

On balance and considering the proposal overall, the trail is considered to be an appropriate use for the coastal location. It will enhance and extend public access to the coast and connect the established communities via a safe pedestrian and cycle route creating a local amenity and attraction for holiday makers. The overall low profile of the trail and its minimal construction, relative to the scale of the harbour, will mean it can be easily accommodated within the coastal environment and contribute to the amenity and accessibility of the locality."

As per the discussion within Section 1.3 above, the LVA was sent for internal review. The reviewer, following receipt of information for clarification purposes, agreed in essence with the content of the LVA completed by Boffa Miskell

On the basis of the above, and in relation to the matters over which Council has restricted its discretion being, the location, design and layout of the activity, the potential adverse effects in relation to landscape and visual matters are considered to be less than minor.

Character and Amenity Effects

The Act defines amenity values as *"those natural or physical qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes"*. In this instance, the site traverses a number of zones, including including Conservation, Open Space, Recreation (Passive), Road, Rural and Unformed Road all located within the Coastal Environment Line so does not constitute one specific type of character.

The LVA has completed a comprehensive summary of the overall character of the environment which is reproduced below:

"The proposed walking and cycling infrastructure of the trail, including the shared land-based pathway, boardwalks / stream crossings and the suspension bridge will introduce a new public amenity for recreational users in the Tairua and Pauanui area. The extension of the existing south bank trail to the north bank of the river thereby connecting Tairua with Pauanui for safe walking and cycling will create a substantial recreational amenity and attraction. It will also provide safe access for people living in the locality including for school children accessing Tairua School. The presence of the trail will enable people to experience and enjoy the coastal environment in a way not previously available to them with associated environmental awareness and educational opportunities.

The inclusion of mahi toi reflecting cultural narratives of Ngāti Hei, Ngati Rautoa and Ngāti Maru will enhance the cultural meaning of the landscape.

There is also an opportunity for the trail to include interpretation panels to inform users and assist in recognising and interpreting the cultural, historical, ecological, and marine / cultural processes significance of the Tairua Harbour and River.

Development within the immediate context of the coastal environment can alter people's perception of an area's natural character. In this regard, the proposed trail development will add structures in the coastal environment, increasing the scale and intensity of coastal structures in the locality. As already noted, the proposed elements of the trail will be highly consistent with other built elements within the immediate and wider Tairua Harbour and the established trail all of which have a low level of existing impact.

The proposed river crossing via the suspension bridge will have a greater presence, but this landmark element will act as a locational marker for the recreational amenity of the publicly accessible trail whilst having a small overall scale and impact in the landscape.

Although the pathway, boardwalk and bridge will introduce further constructed elements to the coastal environment, impacts are largely limited to the modified margins and therefore effects on natural character of the river overall are considered low.

The proposed design offers the opportunity to further mitigate any natural character effects through the design and selection of materials that will maximise capacity to visually integrate the trail and an alignment that follows the natural edge of the harbour.

Overall, the existing landscape and natural character values will remain intact, and the public open space amenity and recreational opportunities, including public access to the CMA in an area if long established settlement will be substantially enhanced through the provision of improved recreational access."

The review of the LVA noted, specifically in relation to the bridge, that:

The visual catchment is restricted by topography, existing vegetation (forestry blocks) and the river's meandering alignment.

Public viewing audiences identified in the assessment include:

- *Viewers travelling on SH25 experiencing glimpsed transient views*
- *Recreational walkers and cyclist of the existing Tairua Walking and Cycling Trail southern side of the River.*
- *Recreational users on the Tairua River.*

The reviewer believed that these are appropriate for the proposal and its location.

*I agree that the adverse visual effects on public viewing audiences would be **low** because:*

- *There is existing evidence of human activity and structures within the landscape setting – signaling lower sensitivity.*
- *Views from SH25 are only of a glimpsed nature with the proposal, therefore making a small proportion of the overall view.*
- *Recreational users of the existing path/cycleway would see the bridge as a continuation of the trail they are using.*
- *Recreational users of the Tairua River could use the bridge as a landmark/wayfinding marker. They are likely to view the bridge in context of recreational activities, of which they are also taking part.*

As such effects on the character and amenity of the site, specifically in relation to the exceedance in height by the bridge structure, in terms of the wider environment are less than minor.

Earthworks effects

Geotechnical

Tetrattech Coffey have undertaken a geotechnical assessment of the suspension bridge location, which was supplied as Appendix X to the application.

In summary, Tetrattech Coffey found *“the ground on either side of the river at the suspension bridge location has generally poor geotechnical characteristics and consists of low strength silts and loose sands with harder layers encountered at a depth of 18-20m generally. Suitable bridge foundations, probably consisting of deep piles, well designed to ensure the structural integrity of the bridge.”* These matters will need to be addressed at the time of any building consent.

Any geotechnical effects can be appropriately mitigated via suitable design measures to a level where they are less than minor.

Erosion and Sediment Control

The Applicant has applied for relevant WRC resource consents. Sediment and erosion controls will be provided for via a comprehensive Erosion and Sediment Control Plan required by WRC, which can be incorporated into any decision issued by TCDC.

Council’s Development Engineer has specified this requirement as a condition of consent for the proposal, should consent be granted. This will ensure consistency across both the TCDC and WRC consents and ensure that the potential effects of sediment run-off will be appropriately managed and mitigated to a less than minor adverse effect.

Noise and Dust Effects

Earth disturbance activities have the potential to discharge dust which can cause a number of potential adverse effects on the surrounding environment including health effects, nuisance effects and effects on flora, fauna and ecosystems. Activities associated with earthworks can also generate adverse noise effects. In this instance the earthworks will be limited in duration as they are associated with the construction of the trail, including bridging and boardwalks and will be subject to relevant construction noise standards. The inclusion of a condition of consent will ensure appropriate controls/mitigation measures are imposed to contain dust nuisance within the site.

The Applicant has identified that the proposal will comply with the New Zealand Standard for Noise and Vibration. Additionally, it is noted that the level of traffic generation is relatively minor. Materials will be delivered to key points along the trail accessing from SH25 or the Hikuai Settlement Road. Boardwalk material delivery will be via local roads. Notably, boardwalk delivery times to the school end of the trail will be programmed to avoid school start and finish times.

Overall, based on the technical advice provided by Council’s Development Engineer, I am satisfied any potential adverse effects associated with the earthworks can be appropriately mitigated and will be less than minor.

Historic Heritage

An archaeological assessment has been prepared by Neville Ritchie, attached as Appendix I to the application. The assessment noted that:

- a) There are no identified archaeological features on the trail route in either national, regional or district databases.
- b) His observations along the route did not identify any archaeological features. There was a small section of the trail where, due to dense scrub, he was unable to access. However, his conclusion is there is unlikely to be archaeological features in this location.
- c) At KP0.000 (Tairua Primary School) the trail alignment will be close to an identified midden. Construction of the trail at this point will be closely supervised by the project archaeologist to ensure that the midden site is not impacted.
- d) The Tairua River was used extensively by Māori for food gathering. It is therefore possible that during construction works some features or parts of features could be found. The report recommends the Trust take a cautionary approach. Therefore, an authority is being sought from Pouhere Taonga: Heritage New Zealand to modify an archaeological feature, should one be found.

The assessment concluded that:

“The trail will not impact upon any of the known archaeological sites which were revisited during the fieldwork for this assessment. However, the start of the trail at the Tairua end is adjacent to midden site T11/936. Given its proximity and unknown subsurface extent, there is a risk of encountering subsurface archaeological material. Furthermore, because some parts of the route (particularly either side of Green Point) could not be adequately inspected because of thick scrub cover, there is a possibility of uncovering other archaeological features, particularly pre-European shell middens. Given the above situation, Hikuai District Trust should apply to Heritage NZ Pouhere Taonga (HNZPT) for an authority to modify T11/936 and potential archaeological features that might be uncovered during construction, and which can’t be bypassed. HDT already has a specifically designed Accidental Discovery Protocol for the trail build.”

The Applicant has confirmed that they will apply for an authority from NNZPT as recommended by Mr Ritchie. This is a separate process from the resource consent process.

Given that a specific archaeological investigation has been undertaken at the Site, and an Archaeological Authority will be sought, I consider, subject to the inclusion of archaeological discovery protocols, that potential adverse effects on historic heritage will be appropriately managed so as to be less than minor.

Keeping in mind the restricted matters of discretion it is considered that any adverse effects of the proposal on the one recorded historic heritage site will be less than minor.

As a further measure, the Applicant has also consulted with Ngāti Hei, Ngāti Maru and Ngāti Rautao. In addition, the Applicant has also agreed to conditions as discussed within section 1.4 above.

The Applicant has noted in their assessment that:

- a) There are no wahi tapu or other critical cultural sites impacted by the trail.
- b) Ngāti Hei, Ngāti Maru Ngāti Rautao and acknowledge they are satisfied with the consultation undertaken by the Trust.

- c) There are significant cultural stories that can be told along the trail expressed through either cultural artwork or information panels. Discussions are ongoing with Ngāti Hei, Ngāti Maru, Ngāti Rautao and the Trust over working collaboratively to create opportunities along the trail for these cultural expressions. This could include carvings at the suspension bridge and information panels at the boardwalk. Other opportunities will occur along the trail.
- d) The Trust will invite Ngāti Hei, Ngāti Maru and Ngāti Rautao to appoint cultural advisers to the project. These advisers will work with the Trust both in the cultural briefing of primary contractors and volunteers, and in identifying the location for cultural artwork and information panels. This approach is offered as an Augier condition.
- e) The standard accidental discovery protocols of koiwi are included within the suggested conditions of consent.

Whilst the Augier conditions have been adopted in the recommended consent conditions, I have not relied on these conditions in coming to my conclusion in relation to historic heritage effects (which I consider can be adequately dealt with via the consultation undertaken and the Archaeological Authority process).

Ecological Effects

The majority of the ecological effects of the proposal are addressed by Waikato Regional Council through the consent process for the construction of structures and works within the CMA. The Applicant has confirmed that *“the land based alignment of the trail significantly benefits from being either farmland, historically highly modified bunds or highly modified road verge. However, particularly through section 2, there are significant lengths of the trail that cannot be located alongside the road verge and do pass through land which, if not adequately managed, would have an ecological effect”*. The land based area where the trail cuts through natural environmental areas specifically within the jurisdiction of the District Council relate to parts of the lower trail in section 2.

An Ecological Effects Assessment has been prepared by Boffa Miskell and attached to the application as Appendix D. This assessment includes a “package of measures, the cumulative effect of which will be to successfully mitigate the effects of this development”. This includes:

- a) *Establishing the toolbox approach which identifies a variety of different methods that can be successfully used at the time of micro siting of the trail. This is intended to be site specific to particular parts of the trail so as to successfully manage the ecological effects.*
- b) *Fundamental to this application is the process of micro siting. This is set up in the conditions of consent. Essentially it allows a qualified ecologist and the engineer to the project to work through the precise alignment of the trail so as to minimise the ecological impact. This will enable matters such as minimising tree removal, being able to thread the trail through key bush areas with necessary trimming and limbing of trees (noting some may need to be removed), picking the best contour, constructing (if required and where appropriate) land bridges which are essentially structures 0.7m to the under side of the soffit to allow bird life to traverse beneath the trail; and other methods outlined in the Boffa Miskell report.*
- c) *Identifying the key time to construct the trail avoiding actual nesting locations during the breeding season. The conditions of consent set up a process to achieve this.*
- d) *Successfully managing the construction process recognising there is a need for construction equipment and activity, but managing these so as to reduce the impact to manageable levels in key ecological areas.*
- e) *Managing the risks with dogs. This is through education, signage, the requirement for dogs to be kept on leads, and a ban on contractors or volunteers bringing dogs to site during the construction phase.*

- f) *Leveraging the benefits that the trail brings to the ecology of the area through pest trapping, noxious weed removal and revegetation.*

The recommendations of the assessment have been accepted by the Applicant and included as part of their application via proffered conditions of consent.

Ecological management measures to be implemented, as recommended within the Ecological Assessment, include ground-truthing and micro-siting of the alignment as part of the detailed design process, incorporating a “toolbox” of design responses to minimise and mitigate effects as appropriate, and management of construction and operational activities (e.g., protocols for works during breeding season, noise management, controls to off-track movement of people and dogs).

Appropriate conditions of consent to address activities within ecologically sensitive areas will ensure that the trail is placed and constructed in a manner that properly addresses effects on indigenous flora and fauna. As such the proposal has less than minor ecological effects.

Step 3 Conclusion

Having considered the information submitted with the application, visited the site, and assessed the proposal against the relevant matters in the Operative in Part Proposed District Plan it is my opinion that any adverse effects on the environment arising from the proposal to construct the cycle trail, bridging and associated earthworks would be less than minor as the matters over which Council restricts discretion can successfully avoid, remedy, or mitigate any adverse effects that arise from the activity.

Public notification of the application is therefore not required under sections 95A(7)(b) and (8) of the RMA unless there are special circumstances.

Step 4 Special Circumstances

If any of the Section 95A(8) criteria are not met, then there must be an assessment of whether any special circumstances exist pursuant to section 95A(9). I am satisfied that there are no special circumstances that warrant public notification of this application.

4.0 Decision

That the application **is not publicly notified** in accordance with sections 95A(7)(b), (8)(b) and (9)(b) of the RMA, because under section 95D it is my opinion, the activity will not have or is not likely to have adverse effects on the environment that are more than minor, and there are no special circumstances.

The Council has, under Section 34A of the RMA, delegated to the Reporting Officer its functions and powers under the RMA in relation to the notification of applications.

5.0 Limited Notification Assessment - Section 95B

If public notification of the application is not required under section 95A, then section 95A(9)(b) of the RMA requires the Council to determine whether limited notification of the application is required under section 95B. Under section 95B, the Council must undertake a step by step process to determine whether limited notification of an application is required or precluded in certain circumstances.

Step 1

Sections 95B(2) to (4) set out the instances when certain affected groups or persons must be notified. Essentially, the following groups or persons must be notified if considered affected:

- (a) any affected protected customary rights groups; or
- (b) any affected customary marine title groups (with regard to a consent application for an 'accommodated' activity as defined in the Marine and Coastal Area (Takutai Moana) Act 2011); or
- (c) if the proposed activity is on or adjacent to, or may affect, land that is the subject of a statutory acknowledgement made in accordance with an Act specified in Schedule 11, and the person to whom the statutory acknowledgment is made is an affected person under section 95E.

I do not consider that there are any affected protected customary rights groups, customary marine title groups or persons to whom a statutory acknowledge is made that are affected by the proposal for the following reasons:

- Based on the mitigation of effects via the consents put in place by WRC, the proposal will have less than minor effects on the coastal environment below mean high water springs;
- There are no statutory acknowledgements listed in Schedule 11 of the RMA that are relevant to the proposal; and
- There are no applications made under the Marine and Coastal Area (Takutai Moana) Act 2011 of relevance to the proposal.

Step 2:

If none of the persons or groups in sections 95B(2) to (4) are affected then sections 95B(5) and (6) require, an assessment of whether limited notification of the application is precluded in certain circumstances. Limited notification of this Application is not precluded under Step 2, sections 95B(5) and (6) of the RMA. Therefore, an assessment as to the persons who are adversely affected by the proposal is required.

Step 3: Affected Persons

If an application does not meet the criteria in section 95B(6), then we are required to consider the provisions in sections 95B(7) to (9) on whether, certain other affected persons must be notified in accordance with section 95E of the RMA.

Assessment of Affected Persons

As noted above, the Applicant has obtained the written approvals of all those parties identified within Table 7 above.

The LVA reviewer has noted that in relation to the effects on private residents from the bridge the proposal takes into consideration the following:

- *The distance between the properties and the proposed bridge.*
- *That the bridge forms a small portion of a wider view.*
- *The design of the bridge is to be visually recessive in appearance and semi-permeable in construction.*
- *Is in a rural environment with existing evidence of human activity and structures.*

- *A number of the surrounding residents have given written support of the proposal.*

I have carefully examined the proposal and visited the site and I do not consider that there are any other persons who may be adversely affected by this activity because:

- The landscape and visual assessment prepared by Boffa Miskell confirms that due to the topography, road layout and intervening vegetation, close views to the boardwalk structures and a large proportion of the cycle trail will be restricted to its recreation users.
- Within the trail alignment, there will be minor modifications to landform and relatively limited vegetation removal including areas of rank grass, exotic weed species and some areas of indigenous shrubland, individual trees and mangrove habitat. Revegetation is also proposed as part of the trail such that overall vegetation enhancement will occur over time.
- Although the presence of the boardwalk in the Tairua Harbour will add additional modification, the local natural character of the estuary will not change the proposed boardwalk and will not affect the coastal processes of the harbour. The fluctuating ebb and flow of the tide with the shoreline will remain unchanged. In particular, the coastal cliffs and their cover of established native vegetation will be largely unaffected, maintaining the predominant character of the landward edge. The adoption of a boardwalk for these sections of the trail is proposed to avoid adverse effects on established coastal broadleaf forest vegetation and the natural harbour edge.
- The proposed bridge will be visible from a small number of elevated large lot residential properties on the south side of the river, forming a new built element to these views. However, when seen the proposed slender, lightweight structure of the bridge and its recessive colours, together with the distance of the view and the wider visual context of such views will mean the impact of the introduction of the bridge will have a low effect. The adverse visual effect in respect of views from these residential properties is considered to be low. It is also noted that these residents have provided written approval to the proposal.
- The light-weight design of the bridge will minimise bulk and will not block any views due to its visually lightweight construction. While the height of the towers will lead to a wider extent of visibility, the reduced bulk means that views to the backdrop of the structure will be maintained.
- Geotechnical design and certification will ensure that the bridge will not be subject to inundation, erosion, subsidence or slippage, thereby ensuring no adverse geotechnical effect on any adjoining property.
- Sediment and erosion controls will be provided for via a comprehensive Erosion and Sediment Control Plan required by both TCDC and WRC. This will ensure consistency across both the TCDC and WRC consents and ensure that the potential effects of sediment run-off will be appropriately managed and mitigated.

On balance and considering the proposal overall, the trail is considered to be an appropriate use for the coastal location. The overall low profile of the trail and its minimal construction, relative to the scale of the harbour, will mean it can be easily accommodated within the coastal environment and contribute to the amenity and accessibility of the locality.

Step 3 Conclusion

Limited notification of the application is not required under section 95B(9) of the RMA unless there are special circumstances.

Step 4 Special Circumstances

I am satisfied that there are no special circumstances that warrant any other person being eligible for limited notification of this application.

6.0 Recommendation

That the application **is not limited notified** because in my opinion there are no groups or persons that are affected by the proposed activity under sections 95B(2), (3), (7), (8), (9), (10)(b) of the RMA, and there are no special circumstances.

Reporting Officer:



.....
Louise Cowan
Consultant Planner
SLR Consulting

Dated the 10th September 2024.

7.0 Decision

That the application **is not publicly notified** in accordance with sections 95A(7)(b), (8)(b) and (9)(b) of the RMA, because under section 95D it is my opinion, the activity will not have or is not likely to have adverse effects on the environment that are more than minor, and there are no special circumstances.

That the application **is not limited notified** because in my opinion there are no groups or persons that are affected by the proposed activity under sections 95B(2), (3), (7), (8), (9), (10)(b) of the RMA, and there are no special circumstances.

The Council has, under section 34A of the Resource RMA, delegated to the Reporting Officer its functions and powers under the RMA in relation to the notification of applications.

Reviewed and accepted by:



.....
Katy Dimmendaal
Acting Development Planning Manager
REGULATORY SERVICES

Dated at Thames, this 23rd day of September 2024.

Section 104, 104C and 106

Decision Report for a Non-Notified Resource Consent Application

8.0 Consideration of the application

Section 104 states the matters Council must have and must not have regarded when considering the application and are relevant in relation to determining conditions of consent.

8.1 Actual and Potential Effects

Section 104 and 104C of the RMA requires the Council to have regard to any actual and potential effects of the proposed activity on the environment that relate to a matter for which a rule in the District Plan reserves discretion.

The adverse effects of the proposal have been assessed in Section 3 of this report, where it is concluded that the proposal will result in adverse effects that are less than minor. This assessment is also appropriate for the purposes of a section 104 assessment.

In addition to the above the positive effects of the application should also be acknowledged, including that the trail will enhance and extend public access to the coast and connect the established communities of Tairua and Pauanui via a safe pedestrian and cycle route creating a local amenity and attraction for holiday makers.

Revegetation and pest trapping proposed as part of the application to improve the ecological value of the estuarine – terrestrial ecotone habitat will provide environmental benefits to the trail environs, by enhancing vegetation cover where it is currently degraded, and by buffering and reducing disturbance to fauna present in the adjacent estuarine ecosystem.

8.2 Relevant Provisions of Proposed District Plan

Subject to Part 2 and in accordance with section 104(1)(b) of the RMA it is my opinion that the following OPDP provisions are relevant to this application:

Objectives and Policies

The Agent has provided an assessment of some of the relevant OPDP policies in Section 8.8 of the Application, specifically in relation to Transportation and the Rural Zone. I concur and adopt the specific assessment of these objectives and policies as put forward by the Applicant, but also consider the following matters relevant for consideration under this consent:

Section 6 – Biodiversity

Objective	Policy(s)
Objective 1 The full range of the District's indigenous ecosystems and biodiversity is maintained in a healthy and functional state, and restored or enhanced where appropriate.	Policy 1a Subdivision, use and development shall protect areas of significant indigenous vegetation and significant habitats of indigenous fauna in preference to remediation or mitigation by a) Avoiding the loss or degradation of areas of significant indigenous vegetation and significant habitats of indigenous fauna in preference to remediation or mitigation;

	<p>b) Avoiding the loss of habitat that supports or provides a key life function for Threatened or At Risk indigenous species.</p> <p>c) Preventing the spread of kauri die back disease; and</p> <p>d) Requiring that any unavoidable adverse effects on areas of significant indigenous vegetation and significant habitats of indigenous fauna are remedied or mitigated.</p> <p>More than minor residual adverse effects on significant indigenous vegetation and significant habitats of indigenous fauna, outside the Coastal Environment, that cannot be avoided, remedied or mitigated in accordance with a) - d) above shall be offset, or if biodiversity offsetting cannot be reasonably achieved, shall be addressed through environmental compensation.</p> <p>Policy 1b To achieve Policy 1A, where indigenous vegetation clearance requires resource consent, the significance of the vegetation to be cleared shall be assessed in the context of the larger area of vegetation on the site as part of a resource consent application using the criteria in Section 11.A of the Waikato Regional Council Policy Statement 2016.</p>
<p>Comment:</p> <p>As noted within the Ecological Assessment the Tairua River Trail will be constructed within a corridor that includes road-reserve, private land, and esplanade reserve. The trail route is generally sited in an environment that is ecologically sensitive, significant, and of conservation value. At least two secretive, 'at risk' bird species are known to frequent habitat that the trail (as shown in the indicative alignment) passes directly through. Part of the trail route extends into the CMA, while portions above MHWS intersect areas of natural inland wetland (as defined by the NPS-FM).</p> <p>As such the ecological Assessment has recognised the importance of ensuring a precautionary approach is taken when considering values and assessing the effects of activities in this sensitive environment, as inappropriate development or use has the potential to result in significant adverse ecological effects on the species and habitats present. For this reason, ongoing ecological input will be integral to the detailed design of the trail.</p> <p>Ecological management measures will be implemented and revegetation and pest trapping undertaken, which will provide environmental benefits to the trail environs by enhancing vegetation cover where it is currently degraded, and by buffering and reducing disturbance to fauna present in the adjacent estuarine ecosystem.</p> <p>On the basis of the measures proposed within the application, the proposal is consistent with the above objective and its associated policies.</p>	

Section 7 – Coastal Environment

Objective	Policy(s)
<p>Objective 1 Subdivision, use and development in the Coastal Environment:</p> <ul style="list-style-type: none"> Enables people and their communities to provide for the social, economic, and 	<p>Policy 1a</p> <p>Subdivision, use and development in the Coastal Environment (outside of the Natural Character and Outstanding shall:</p>

<p>cultural well-being and their health and safety;</p> <ul style="list-style-type: none"> • Maintains or restores the integrity, form, functioning and resilience of the Coastal Environment; and • Protects the indigenous biodiversity values of the Coastal Environment in relation to the biodiversity values present; and • Preserves the natural character of the Coastal Environment in relation to the level of natural character present; and • Protects natural features and landscapes values of the Coastal Environment in relation to the level of natural feature and landscape values present; and • Recognises and provides for the relationship of tāngata whenua with the Coastal Environment; and • Maintains and enhances public open space and recreation opportunities in the Coastal Environment; and • Manages coastal hazard risks, including the long-term projected effects of climate change; and • Protects and enhances historic heritage values; and • Avoids sprawling or sporadic patterns of development and enabling consolidation of existing settlements. 	<p>a) Avoid significant adverse effects on the values and characteristics of natural character, natural features and natural landscapes; and</p> <p>b) Avoid, remedy or mitigate other adverse effects on the values and characteristics of natural character, natural features and natural landscapes.</p>
<p>Comment: The proposed cycle trail will provide for the communities' health and safety by providing a safe pedestrian and cycling connection between Tairua and Pauanui. The construction methodology, including the use of boardwalks over a portion of the trail protects the natural features and landscapes of the coastal environment, while enhancing public recreation opportunities. The archaeological assessment provided identifies how historic heritage values will be protected and enhanced, noting that the information panels constructed with the assistance of local iwi and the ecological experts within Boffa Miskell will help inform and highlight the different heritage matters and ecology experienced. The proposal is consistent with the above objective and policy.</p>	

Section 17 – Tangata Whenua

Objective	Policy(s)
<p>Objective 2 The historical and cultural relationship of tangata whenua with the Coastal Environment is recognised and provided for in relation to subdivision, use and development.</p>	<p>Policy 2a Subdivision, use and development in the Coastal Environment should recognise in appropriate circumstances the historical and cultural relationship of tangata whenua with the Coastal Environment, including as expressed in any iwi management plans.</p>
<p>Comment: Consultation and engagement has occurred with Ngāti Hei, Ngāti Maru and Ngāti Rautao and the Applicant has proffered conditions, including the ongoing consultation and the use of Accidental Discovery Protocol (APD) including monitoring. This is consistent with the expectations set within Policy 2a.</p>	

Section 22 – Recreation Area

Objective	Policy(s)
Objective 1 A range of quality recreation and conservation reserves meet current and future recreation and conservation needs.	Policy 1a The use and development of the Recreation Area shall provide opportunities for passive and active recreation, and protection and enjoyment of cultural, historic, ecosystem and landscape features that are consistent with the applicable reserve or conservation management strategies or plans.
Comment: The proposed cycleway will provide a significant opportunity for passive and active recreation by providing public access to a safe walking and cycling trail for the community. The construction methodology will protect the ecologically sensitive coastal environment. With enhanced community access leading to greater enjoyment of the cultural, historic and landscape features that are part of the wider environment. The proposal is consistent with the relevant Objective and the associated Policy.	

8.3 Waikato Regional Policy Statement (RPS)

The RPS provides a high-level overview of resource management issues within the Waikato Region and establishes policies and other methods in respect of these issues, with a view of achieving integrated management of natural and physical resources in the Waikato.

I have undertaken a cursory review of the I consider the RPS and am satisfied that any relevant provision of the RPS has been given effect to in more detail within the OPDP. Given the OPDP is a new planning document, it is reasonable to expect it gives full coverage to and aligns with the policy direction of the RPS.

Additionally, consents have been sought from and granted by WRC in relation to specific matters. As such it can be considered that the proposal in its entirety will be consistent with the relevant provisions of the RPS.

On this basis, I do not consider a direct assessment of the proposal against the RPS necessary, as it will not add anything to the evaluative process.

8.4 National Policy Statements

New Zealand Coastal Policy Statement (NZCPS)

The Hauraki Gulf Marine Park Act 2000 (HGMPA) is to be treated as a Coastal Policy Statement within the Thames-Coromandel District. The Applicant has provided a comprehensive assessment against the relevant provisions of the NZCPS and I concur with this assessment.

For clarification I note that there is no alternative location for the main boardwalk other than within the CMA on the tidal flats. The location and design of the boardwalk ensures that the ecological impacts can be successfully managed as outlined in the ecological report prepared by Boffa Miskell. In particular, the boardwalk and trail is removed from the nesting and roosting areas for wading birds and the height of the boardwalk enables birds to traverse safely underneath. It is also outside the dripline of the trees to protect the terrestrial ecology along the coastal margin. Once complete, the natural processes within the estuary will continue with water flowing beneath the boardwalk as per normal tidal cycles. This is consistent with Objective 1 and 2 of the NZCPS.

Objective 4 of the NZCPS seeks to maintain and enhance the public open space qualities and recreation opportunities of the coastal environment through a variety of measures, including maintaining and enhancing public walking access to and along the coastal marine area. The proposal is fully cognisant of Objective 4.

National Policy Statement for Freshwater Management 2020

The National Policy Statement for Fresh Water Management 2020 (amended February 2023) is relevant to the proposal. The National Policy Statement for Freshwater Management 2020 (NPS-FM) seeks to ensure natural and physical resources are managed in a way that prioritises first; the health and well being of water bodies and freshwater ecosystems; second; the health and needs of people; third; the ability of people and communities to provide for their social, economic, and cultural well-being, now and in the future.

The Applicant has provided an assessment of the relevant objectives and policies as they relate to the cycleway proposal. The associated policies look to ensure that freshwater is managed in an integrated way that considers the effects of the use and development of land on a whole of catchment basis, including the effects on receiving environments. Additionally, that there is no future loss of extent of natural inland wetlands, their values are protected, and their restoration is promoted.

The adverse effects on wetlands or habitats of indigenous freshwater species as anticipated by this proposal can be appropriately avoided, remedied or mitigated. As such, it is demonstrated that the proposed development aligns with the intended outcomes of the NPS-FM and is consistent with the objectives and policies.

8.5 National Environmental Standards

NES-FW

The Resource Management (National Environmental Standards for Freshwater) Regulations 2020 (NES-FW) are applicable to the proposal. The Applicant has sought consent from the WRC for activities, including vegetation clearance and earthworks within 10 metres of a wetland. Consents have been granted for this activity by WRC, who note in their decision that appropriate erosion and sediment controls, micro siting and conditions can ensure ecological values are safeguarded and will ensure adverse effects are avoided or minimised as far as practical. This assessment is based on the information supplied within the application documentation and I accept this assessment and adopt it for the purposes of this report. The proposal is consistent with the requirements of the NES-FW.

8.6 Other Matters

There are no other matters I consider relevant to this application.

8.7 Part 2 of the RMA

I have considered the relevant provisions of the OPDP and I consider that the plan has been competently prepared under the Act with a coherent set of policies designed to achieve clear environmental outcomes. Accordingly, there is no need to consider Part 2, because doing so, would not add anything to the evaluative exercise required under 104(1).

8.8 Conclusion

Taking into account the comments above, I am satisfied that the proposal is not contrary to any relevant provisions of the OPDP or a National Policy Statement or National Environmental

Standard. Subject to compliance with any recommended conditions of consent, it is my opinion that the effects of the allowing the proposal are less than minor.

9.0 Reasons for Decision

The following is a summary of the reasons for the decision;

1. I am satisfied that the proposed activity is in accordance with the restricted discretionary activity matters in the Operative in Part Proposed District Plan.
2. Having undertaken an assessment in accordance with Section 104(1)(a) of the RMA, I consider that any potential adverse effects of the proposal will be acceptable, and there will be positive effects as detailed in this report.
3. Having undertaken an assessment in accordance with Section 104(1)(b) of the RMA, I consider the proposal consistent with the direction of relevant policies contained in the Operative in Part Proposed District Plan.
4. I am satisfied that the activity will not be contrary to the relevant provisions in a Regulation, Policy Statement or Regional Plan.
5. Written approval was obtained from all parties deemed to be adversely affected by the proposal.
6. Adequate consultation has been undertaken with Ngāti Hei, Ngāti Maru and Ngāti Rautao and proffered conditions are accepted.
7. It is noted that there is an identified archaeological feature within proximity of the site, the legal requirements set by Heritage New Zealand Pouhere Taonga must be complied with. These provisions will ensure appropriate protection of the heritage values associated with the site.

10.0 Recommendation

That the application be **granted** pursuant to sections 104 and 104C of the RMA, subject to conditions.

Report Prepared by:



.....
Louise Cowan
Consultant Planner
SLR Consulting

Dated this 10th day of September 2024

11.0 Decision

That the application be **granted** pursuant to section 104 and 104C of the RMA, subject to conditions.

The Council has, under Section 34A of the RMA, delegated to the Reporting Officer its functions and powers to make a determination on applications.

Reviewed and accepted by:



.....
Katy Dimmendaal
Acting Development Planning Manager
REGULATORY SERVICES

Dated this 23rd day of September 2024.

SECTION C: LAND USE INFORMATION

THAMES-COROMANDEL DISTRICT PLAN - OPERATIVE IN PART

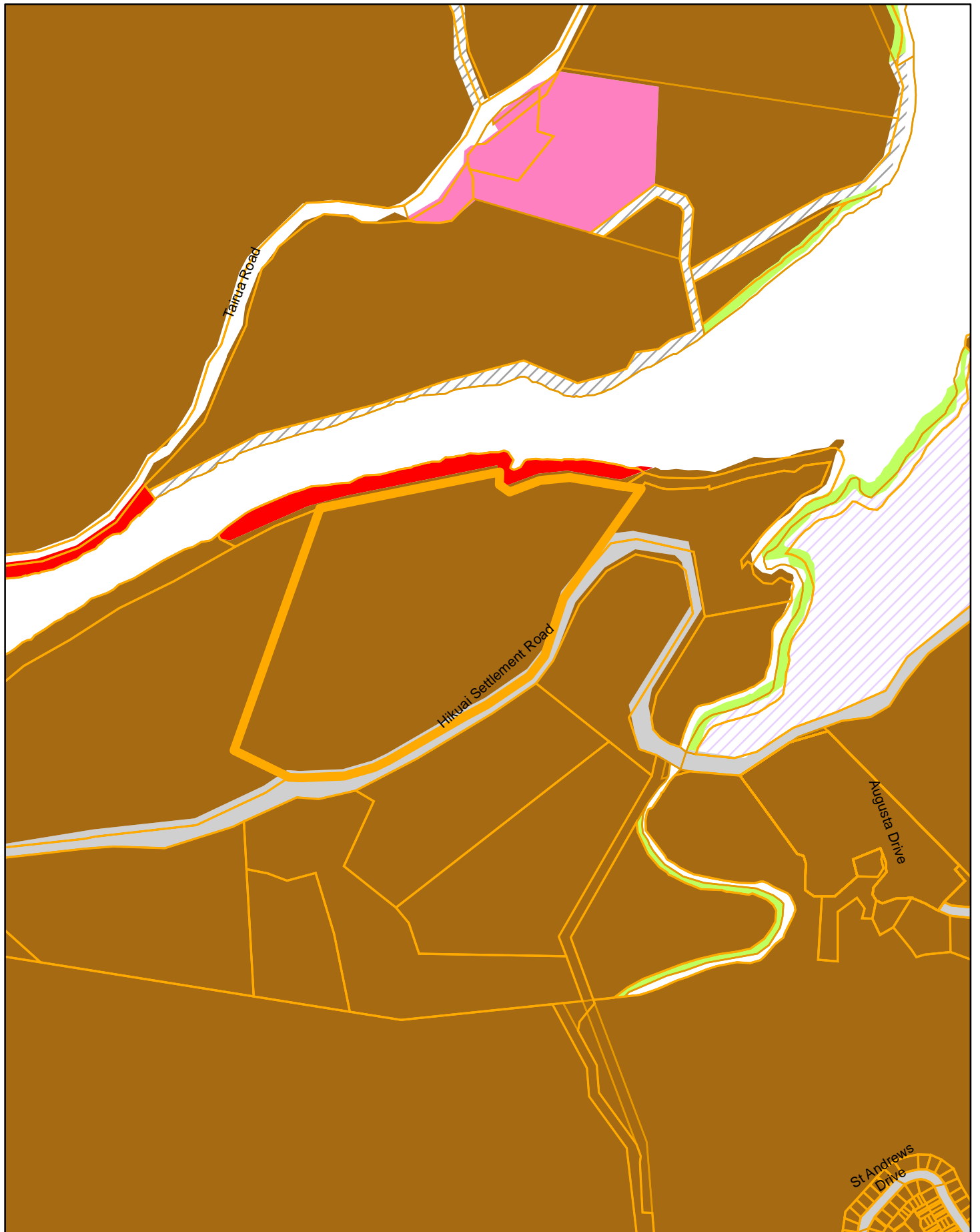
Thames-Coromandel District Council resolved to declare the Thames-Coromandel District Plan ‘Operative in part’ pursuant to clause 17(2) in Schedule 1 of the Resource Management Act 1991 at its meeting on 13 February 2024.

In accordance with clause 20(1) in Schedule 1 of the Resource Management Act 1991 the Thames-Coromandel District Plan became ‘Operative in part’ on 15 March 2024.

The Thames-Coromandel District Plan ‘Operative in part’ is available online at:
eplan.tcdc.govt.nz/pages/plan/Book.aspx?exhibit=TCDC_Appeals2016_External

The provisions in the Thames-Coromandel District Plan ‘Operative in part’ that remain under appeal are identified in **red font** in the link above. Where provisions are still under appeal, these provisions in both the Operative District Plan (2010) and the Operative in part District Plan (2024) will continue to have legal effect until the appeal has been settled.

THAMES-COROMANDEL DISTRICT PLAN ‘OPERATIVE IN PART’	
ZONING: Rural	
** The relevant rules can be viewed refer Part VIII Section: 56	
OVERLAY(S), SPECIAL PURPOSE PROVISIONS: DP Overlay - Coastal Environment Line	
The relevant rules for any overlays and/or special purpose provisions that apply to part or all of the property can be viewed (refer Part V - Special Purpose Provisions & Part II & VI - Overlay Rules). Where these rules conflict with zone rules, the overlay rules or special purpose provision rules take precedence, to the extent of any conflict. (Refer attached Plan Structure Key)	
** The rules, objectives and policies that support them can all be viewed online.	
Notified Change Affecting Zone, Standards, Criteria or Activities:	NO**
** Unless under Appeal, refer explanation above	



**455 Hikuai Settlement Road
Hikuai**

Date:	29/04/2025
Authored:	catherinef
Projection:	NZTM

**ZONING: Rural
Legend Attached**

Legend

1:10,000

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PLANNING MAP LEGEND

Overlay Maps

Special Purpose Provisions

-  Site Development Plan
-  Site Specific Activity
-  Structure Plan

Overlays



-  Airfield Height
-  Airfield Noise
-  Archaeological Site
-  Coastal Environment
-  Current Coastal Erosion Line
-  Designation
-  Future Coastal Process Line
-  National Grid
-  High Natural Character
-  Historic Heritage Area
-  Historic Heritage Curtilage
-  Historic Heritage Item
-  Outstanding Natural Character
-  Outstanding Natural Features and Landscapes
-  Residual Risk Area
-  Significant Tree
-  Site of Significance to Maori

Zone Maps

Zones

-  Airfield
-  Coastal Living
-  Commercial
-  Conservation
-  Extra Density Residential
-  Gateway
-  Industrial
-  Light Industrial
-  Low Density Residential
-  Marine Service
-  Open Space
-  Pedestrian Core
-  Recreation Active
-  Recreation Passive
-  Road
-  Rural
-  Rural Lifestyle
-  Residential
-  Unformed Road
-  Village
-  Waterfront

All Maps

-  Parcel Boundary
-  Sea or Harbour or Estuary

Other Provisions

-  Beach Amenity
-  Beachfront Yard
-  Coastal Environment
-  Cooks Beach Wall Amenity Line
-  Quarry

POLICY

OVERLAY

Biodiversity
Coastal Environment
Historic Heritage
Landscape and Natural Character
Natural Hazards
Significant Trees

DISTRICT-WIDE

Contaminated Land and Hazardous Substances
Financial Contributions
Mineral Extraction
Settlement Development & Growth
Subdivision
Tangata Whenua
Transport
Utilities

ZONE POLICY

Commercial Area
Industrial Area
Recreation Area
Residential Area
Rural Area

1

SPECIAL PURPOSE PROVISIONS

Settlement Development Growth Subdivision Tangata Whenua Transport Utilities

2 OVERLAY RULES

Biodiversity
All Overlays
Historic Heritage, Archaeology, Built Heritage, Sites of Significance to Māori
Landscape & Natural Character
Natural Hazards, Floods, Coastal Erosion, Tourism, Flood & Coastal Defence
Significant Trees

3 DISTRICT-WIDE RULES

Subdivision
Contaminated Land & Hazardous Substances
Subdivision
Mining Activities
All District Wide Rules
Subdivision
Māori Land
Transport
Electricity Transmission Line Buffer

4 ZONE RULES

All Zones except Gateway and Village
Open Space
All Zones
All Zones
All Zones
All Zones
All Zones
Commercial, Gateway, Recreation, Rural
Industrial, Light Industrial, Home Service
Conservation, Recreation Active, Recreation Passive
Coastal Living, Extra Density Residential, Low Density Residential, Residential Village, Waterfront
Rural, Rural Lifestyle

PLAN STRUCTURE KEY



RULE HIERARCHY

The key above illustrates the rule hierarchy. The RULES above take precedence over the RULES below to the extent of any conflict.
For any conflict between rules at the same level, the more stringent rule or standard applies to the extent of the conflict.

SECTION D: LAND FEATURES

SPECIAL FEATURES

This includes information on any special feature or characteristic of the land that ***is known to Thames Coromandel District Council*** including, but not limited to potential erosion, avulsion, falling debris, subsidence, alluvion, or inundation, or likely presence of hazardous contaminants, is recorded below. This information relates only to details held on Council files and may not reflect the onsite situation.

Special Feature or Characteristic of the land known to Council.

This property is within 50 metres of a foreshore and has a waterway within.

This property may contain a Significant Natural Area (SNA)

This property has been identified as potentially containing an SNA by the Waikato Regional Council SNA Technical Report 2010/36. <https://docs.tcdc.govt.nz/store/default/2383369.pdf>

For more information see the Waikato Regional Council's website or contact them on 0800 800 401.

Information on file from Waikato Regional Council indicates that this property is in an area where there is a possibility of site flooding. A Summary Report of Flood Hazard Information may be available. If required contact the Waikato Regional Council, Senior Regional Hazards Officer on 07 859 0999 or follow the web site below.

<https://bps.waikatoregion.govt.nz/online-services/new/RequestForService/step/1?Subject=Website>

SHORELINE MANAGEMENT PATHWAYS PROJECT

This property is located within a coastal adaptation pathway.

It may be affected by coastal inundation during a 1% AEP storm event and when 1.4m of sea level rise occurs.

Refer to information attached.

Waikato Regional Council may also hold further information on natural hazards that may affect this property.

Please visit the Waikato Regional Hazards Portal at waikatoregion.govt.nz/regional-hazards-portal.

If you have any questions on the content of the portal or require further information, please contact the Regional Resilience Team at Waikato Regional Council using the [online request form](#) or via phone on 0800 800 401.

SPECIAL REPORTS

In some circumstances special technical reports have been prepared to support applications relating to land.

Reports Exist:

Various reports relating to lapsed planning consents listed in Section B of this report are available for viewing if required, through our website www.tcdc.govt.nz – Select **consent tracker** to track the application using the file reference number.

INVESTIGATIONS

Any issues investigated under either the Resource Management Act 1991 or the Building Acts 1991 & 2004.

INV20000018 – Establish campground non complying with Resource Consent (*Case Closed*)

HISTORIC PLACES

The Council holds Heritage New Zealand's (Pouhere Taonga) - Register (Rarangi Korero) where the property may be affected by the presence of a registered historical site, building, or Wahi Tapu Area. Information can be found on the following web site. <http://www.heritage.org.nz/the-list>

Register Item:

NO

SHORELINE MANAGEMENT PATHWAYS PROJECT

New Zealand's Coastal Policy Statement 2010 recognises that the changing climate will impact on coastal areas and requires Councils to proactively manage coastal hazards.

Council has adopted 138 coastal adaptation pathways (CAPs) across the district to assist the Council and the district's communities to manage its shoreline.

This property is located within a coastal adaptation pathway.

The CAP predicts that the area where the property is located may be affected by coastal inundation during a 1% AEP storm event and when 1.4m of sea level rise occurs. In many cases, properties will be affected by more frequent storm events with much less sea level rise. The details of this can be found in CAP specific to the area.

The cap includes level of risk and makes recommendations about strategies to address potential hazards.

A copy of the coastal adaptation pathway (CAP) FOR this location is attached.

More information about the coastal adaptation pathways can be found on Council's website. <https://www.tcdc.govt.nz/Our-Community/Council-Projects/Current-Projects/Coastal-Management/Shoreline-Management-Pathways-Project>
[Homepage | Thames-Coromandel Coastal Adaptation Pathways iReport \(royalhaskoningdhv.com\)](#)

Shoreline Management Pathways Project | TCDC

Please note:

The information contained in the CAPs has been prepared at a regional level to support Council in developing strategies to adapt to the effects of climate change on its coastal areas and is not property specific.

The maps show predicted coastal erosion and coastal flooding, and not hazards such as fluvial or stormwater flooding (or combined fluvial and coastal flooding).

While all reasonable care has been taken to ensure the information contained herein is up to date and accurate, it is based on data from a number of sources - no warranty is given that the information is free from error or omission.

As the mapping has been produced at a regional scale for the coastal adaptive pathways project (with appropriate assumptions and limitations), in no event shall the Council or RHDHV be liable for losses or damages of any kind where the map is relied on for any purpose other than its intended use.

The inserts below (Coastal Adaption Pathway) are attached referring to the area if the property.

Coastal Adaptation Pathway: Tairua River (East)

Policy Unit 125, Management Area H3

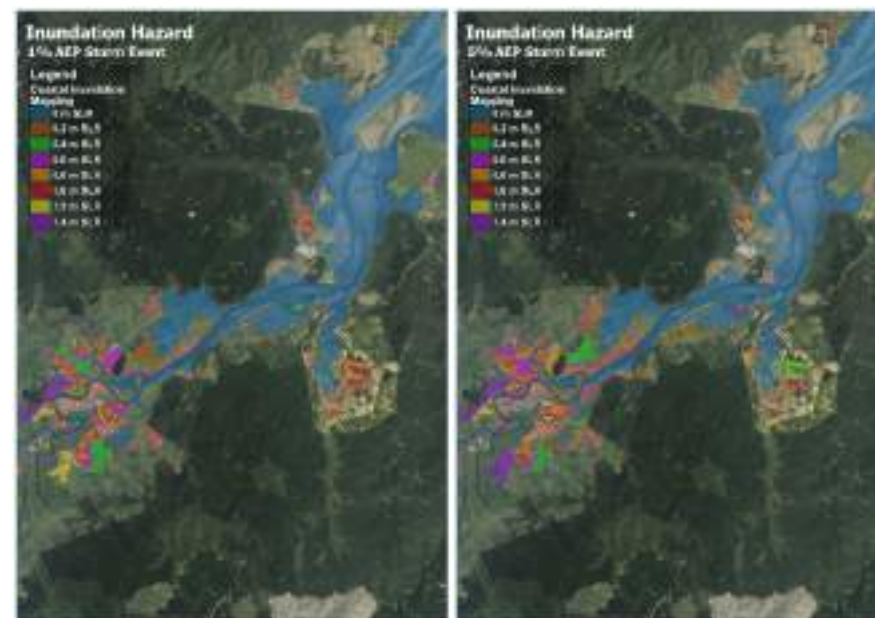
Introduction

This Policy Unit encompasses the southern shore of the Tairua River between Hikuai and the Tangitarori Lane boat ramp in Pauanui. It comprises a mixture of farmland over relatively flat ground, steep forested hills, intertidal wetland areas, and the land associated with the Lakes Resort Golf and Country Club.

Hikuai Settlement Road runs through the Policy Unit, and provides the only formal land access to the Pauanui settlement from the rest of the Coromandel.



The Hazard



The Risk

Type	Year/SLR	Storm	Exposure	Vulnerability	Consequence
Erosion	2020	1% AEP	Low	Low	Insignificant
Erosion	2120	1% AEP	Low	Low	Insignificant
Inundation	0 m SLR	1% AEP	Low	Low	Minor
Inundation	1.2 m SLR	1% AEP	Moderate	Moderate	Moderate

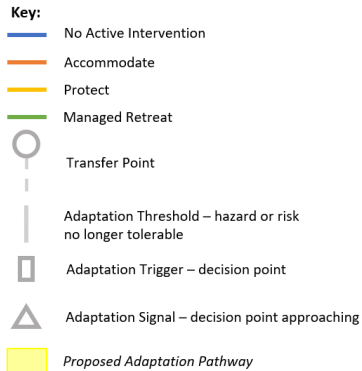
The Response

At the option assessment stage, the following adaptation options were considered:

Policy	Option
Be Prepared	Provide regular information to affected stakeholders on hazards, risks and management measures.
No Active Intervention	No action necessary or advocated.
Managed Retreat	Changing planning practices.

On further examination, the 'Accommodate' options of avoiding inappropriate further development in hazard prone areas, and retrofitting hazard affected assets were also considered, as was 'Managed Retreat'.

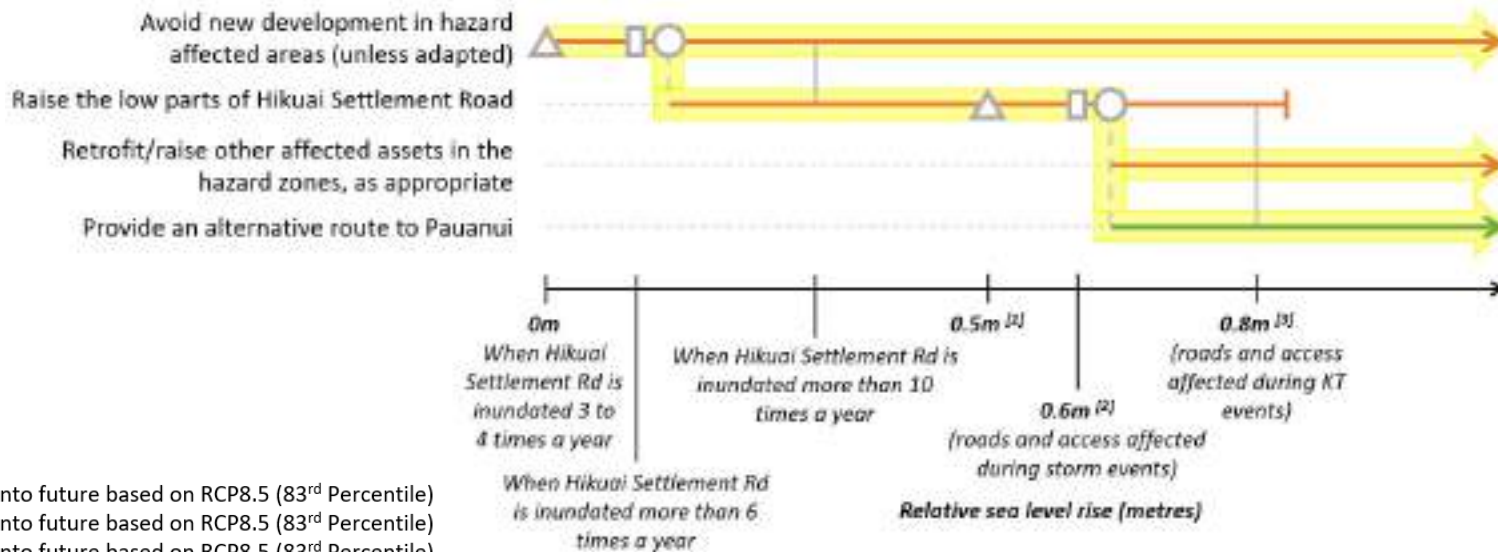
Adaptation Pathway



Strategy

The issues relevant to the southern end of this Policy Unit overlap with those relevant to Hikuai, where WRC are planning to undertake hydraulic modelling to provide better information on river flooding events. The Hikuai Settlement Road is already inundated 3 to 4 times a year (typically near the junction with SH25), signalling a need for action. However, this is largely associated with river flooding/rainfall events. Sea level rise is expected to make this worse, with as little as 0.2m expected to flood the road in 5% AEP storm events. It is, therefore, proposed that once the road is flooded in the southern end of this Policy Unit six or more times a year, the road is raised. Improvement works such as these could occur as part of scheduled maintenance. Overtime, the road would need to be progressively raised, with further sea level rise.

With 0.6m of sea level rise, other assets at the southern end of the Policy Unit are expected to be affected by coastal inundation and increasing the height of affected infrastructure is proposed. At this point, it is also proposed that the provision of an alternative route to Pauanui is considered. However, based on the predicted interaction of fluvial and coastal flooding and potential limits on raising the road, these actions may need to be taken sooner.



¹ Approx. 50 years into future based on RCP8.5 (83rd Percentile)

² Approx. 57 years into future based on RCP8.5 (83rd Percentile)

³ Approx. 71 years into future based on RCP8.5 (83rd Percentile)

ARCHAEOLOGICAL SITES

Attached is information compiled and supplied by the NZ Archaeological Association as a historical record of identified archaeological sites for the general area of this property.

The location of sites is usually only recorded to within about the nearest 100 metres.

While the Thames-Coromandel District Council believes reasonable care has been taken in compiling this information it makes no warranty or representation express or implied regarding accuracy, completeness, or utility of the data.

For affected properties refer to attached interpretation sheet and if further detail is required refer to the following website, [ArchSite](#) for contact details or contact The File Keeper, for Coromandel Area, Neville Ritchie Ph. 07 8581027 or email nevritchie@outlook.co.nz.



INTERPRETATION OF DATA FROM NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION SITE RECORDING SCHEME

The New Zealand Archaeological Association (NZAA) Site Recording Scheme was established in 1958 to encourage the recording of information about archaeological sites. It is a paper-based record system that may contain plans, section drawings, photographs, artefact drawings, and field notes. CINZAS (Central Index of New Zealand Archaeological Sites) is an electronic index to the paper records. The New Zealand Historic Places Trust and the Department of Conservation endorse the Site Recording Scheme as the national record system for archaeological sites. The Site Recording Scheme currently contains over 56,000 records.

Information from the Site Recording Scheme is available to members of the public. A fee may be charged for searching the files, extracting relevant information, and photocopying. All information is provided on the strict understanding that the New Zealand Archaeological Association and any person or organisation associated with the Site Recording Scheme shall not be held liable in respect of any errors or omissions from, or in, the data provided.

Records have been contributed by many different individuals and agencies over many years and so vary in quality and in the level of detail offered. *While reasonable care has been taken in compiling the information, the Department of Conservation and New Zealand Archaeological Association make no warranty or representation, express or implied, with regard to the accuracy, completeness, or utility of the data. The Department of Conservation and New Zealand Archaeological Association explicitly disclaim any responsibility for any loss or damage incurred due to any use made of the information.*

The following features of the data should be noted:

- A grid reference gives the location of a site, but it does not delimit its extent. The location of sites is usually only recorded to within about the nearest 100 metres. A more precise location may be given if a handheld GPS was used, but all such measurements have a standard error.
- *The absence of data for any particular area should not be taken to mean that it contains no archaeological sites.* It may mean that no archaeological survey has been carried out, or that sites were obscured at the time the survey was done. In any given area there may be any number of undiscovered or unrecorded sites.
- Some recorded sites may no longer exist. (They may, for example, have been destroyed since they were recorded.)
- Historical (Post-European contact period) archaeological sites, in particular, are currently under-represented in the Site Recording Scheme.
- Not all sites recorded in the Site Recording Scheme are archaeological sites in terms of the Historic Places Act 1993. They may, for example, post-date 1900 or no longer be able, through investigation by archaeological methods, to provide evidence relating to the history of New Zealand.
- The formal evaluation of site significance is not a function of the Site Recording Scheme.
- While some archaeological sites may also be considered wahi tapu, the Site Recording Scheme is not specifically concerned with such places. If information about wahi tapu is required, it should be obtained from the relevant iwi.
- Information about vulnerable burial sites will, in some circumstances, be withheld.

For many purposes, an inspection by a qualified archaeologist will be required. Information from the Site Recording Scheme is not a substitute for this.

SECTION E: AS-LAID DRAINAGE PLANS

Where applicable, plans of public and private storm water and wastewater drains as shown on Council's records are attached.

Please note that the location of all services shown on the plans are indicative only. Location of services should always be confirmed on site.

If you require further information, please contact the Thames Office.

WARNING: Private drainage plans have been provided to Council by contractors undertaking the work for the owner. Exact locations of pipes have not been verified by Council and the plans may contain errors or omissions.

Building Over or Near A Public Pipe

If building near or over a public pipe or drain this may reduce TCDC's ability to maintain it. There are some rules around being able to build close to or over public pipes.

Please refer to the site below for further details.

<https://www.tcdc.govt.nz/our-services/resource-consents/building-over-or-near-a-public-pipe/>

ADDITIONAL INFORMATION

In addition to the previous information provided pursuant to section 44A (3) of the Local Government Official Information and Meetings Act 1987, the following information is provided at the discretion of Council.

THAMES-COROMANDEL DISTRICT COUNCIL SERVICES

This property is being *rated* for the following services. This information is for rating purposes only and does not establish actual service availability. If you would like verification of these connections, a site visit can be arranged at additional cost. Please contact Council for further information.

SERVICE	CONNECTED	AVAILABLE	NOT AVAILABLE
Water			√**
Wastewater			√

**There is no Council water reticulation in this area and Council holds no information as to the source or quality of the water supply for this property.
You are advised to clarify the drinking water supply with the current landowner.

Also refer to following link being Taumata Arowai – General advice for residents regarding action to take following weather events.

[Community and Self-Managed Water Supply | TCDC](#)

TARGETED RATES AND LUMP SUM SCHEMES INCLUDED IN RATES 2024/25

DESCRIPTION	YEAR	AMOUNT FOR 2024/25	PAYMENT DETAILS
NO SCHEMES PAYABLE			

CURRENT RATING VALUATION EFFECTIVE JULY 2023

Rating Valuation No:	04962-37211
Land Value:	1,220,000
Improvement Value:	86,000
Capital Value:	1,306,000

COPIES OF THE LATEST SITE AND FLOOR PLAN (WHEN AVAILABLE) ARE ATTACHED.

The Council recommends that where any doubt exists, applicants should compare the buildings on the property with plans held in Council's files.

If this property is a cross lease it may be subject to a flats plan. Refer to the record of title for the latest flats plan registered.



455 Hikua Settlement Road Hikua

Date: 29/04/2025
 Authored: catherinef
 Projection: NZTM

NO LEGEND

Legend



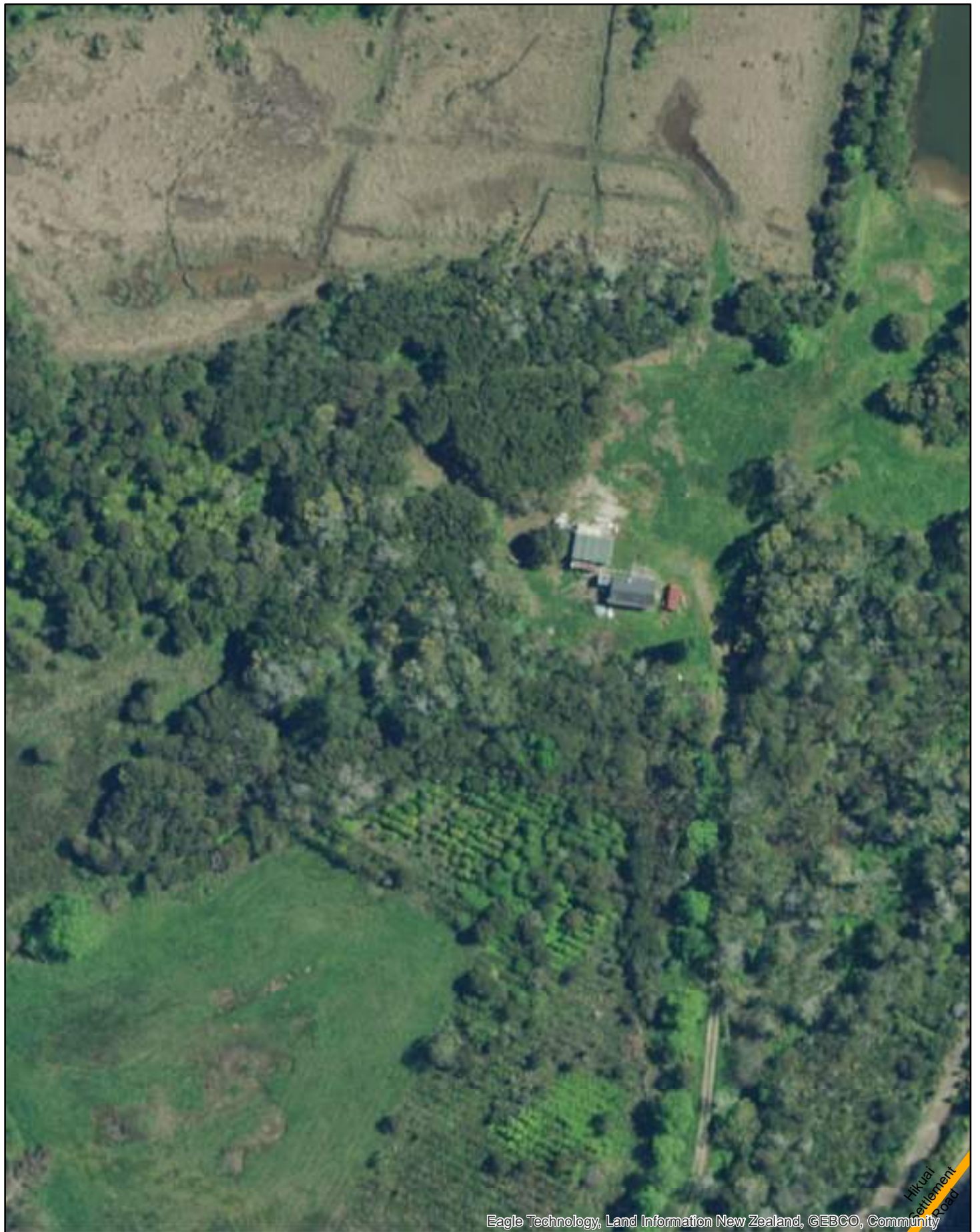
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0 40 80 120 160 (m)

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Eagle Technology, Land Information New Zealand, GEBCO, Community

455 Hikuai Settlement Road Hikuai

Date:	29/04/2025
Authored:	catherinef
Projection:	NZTM

NO LEGEND

Legend



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ON-SITE WASTEWATER TREATMENT AND DISPOSAL SYSTEMS

This property is not serviced by a public wastewater main and will therefore be reliant upon an on-site system such as a septic tank.

Attention is drawn to the need for such systems to be properly operated and maintained. Regular cleaning of the tank is required, and attention should be paid to protect and ensure correct functioning of the associated drainage fields. If any doubt exists as to the current system effectiveness, Council strongly recommends that an inspection is carried out by an independent suitably qualified person.

To avoid the likelihood of prosecution, it is the owner's responsibility to ensure that the system is maintained to work effectively and will not contaminate your own or neighbouring properties or waterways.

General guidelines for the operation and maintenance of on-site systems are available from the council or from Environment Waikato.

GENERAL PLANNING AND PROPERTY INFORMATION

The information below is offered to inform potential property owners of the general provisions of the Council's District Plan and of the existence of other information and rules which affects property within the Thames-Coromandel District.

DISTRICT PLAN

Full copies of the Council's District Plan are available at any Council Office or on our website. The following have been chosen to bring to your attention because they have in the past, been overlooked by property purchasers.

Bush Cover: Bush cover covenants affect some properties. Please consult the District Plan and your Record of Title. Please note that not all bush cover protection measures are noted on the Title.

Indigenous Vegetation, Dune Indigenous Vegetation and Wetland Indigenous

Vegetation: The District Plan provides some protection for Indigenous Vegetation. Please check the plan.

OTHER AGENCIES

The following agencies also take actions, which may impact on the property.

Powerco Ltd: Provides and maintains reticulated electricity services throughout the district. Up-to-date and accurate service plans are held by Powerco Ltd. Powerco Ltd has special rules where high tension (11,000 kv and 22,000 kv) lines close on, or cross, privately owned land. Please enquire direct or contact your provider.

Chorus: Provides and maintains reticulated telecommunications services throughout the District. Up-to-date and accurate service plans are held by them. Please enquire direct or contact your provider.

Biosecurity (Noxious weeds or pests): Waikato Regional Council is responsible for this activity. Please enquire direct.

Land Information NZ: Further information may be recorded on the record of title for the property.

NZ Transport Agency: Manages and maintains the state highway network.

Coastal Inundation: The Waikato Regional Council holds and administers a 'Coastal Inundation Tool' for the Waikato region. The stated purpose of the Coastal Inundation Tool is to attempt to identify those areas in the Waikato region that may be subject to coastal inundation, and to identify those areas where a better understanding of the extent of the effects of inundation is desirable.

The tool is developed, held and administered by the Waikato Regional Council. The Thames-Coromandel District Council does not hold any information on the design, processes, methodology or functionality of the Coastal Inundation Tool. The Thames-Coromandel District Council makes no representation as to the completeness, accuracy or otherwise of any information or data provided by the Coastal Inundation Tool, or its use.

The tool should be read alongside its Disclaimer. Both are available for viewing at the following website: <https://waikatoregion.govt.nz/services/regional-services/regional-hazards-and-emergency-management/coastal-hazards/coastal-flooding/coastal-inundation-tool>

TSUNAMI

New Zealand's entire coast is at risk of tsunami including the Coromandel Peninsula. A large tsunami can violently flood coastlines, causing property damage and injuries. Most of our larger east coast settlements have evacuation plans and a copy is attached if available. More detailed modeling reports have been completed for some areas and are available from the Waikato Regional Council website, namely "Numerical Modelling of Tsunami Effects at Two Sites on the Coromandel Peninsula, Whitianga and Tairua Pauanui"

Natural warning signals may be the only warnings for local and regional source tsunami. Examples of natural warnings may include, a strong earthquake, weak or rolling earthquake of long duration, out of ordinary sea behaviour or the sea making loud or unusual noises.

When experiencing any of the above go immediately to high ground or if the surrounding area is flat go as far inland as possible, evacuating all coastal areas or, where present all evacuation zones.