HODGSON
PLANNING CONSULTANTS

Resource Consent Application

Scarbo Environmental Limited
Managed Fill

362 Jones Road, Hunua

HPC Reference SEL2224
22 November 2024

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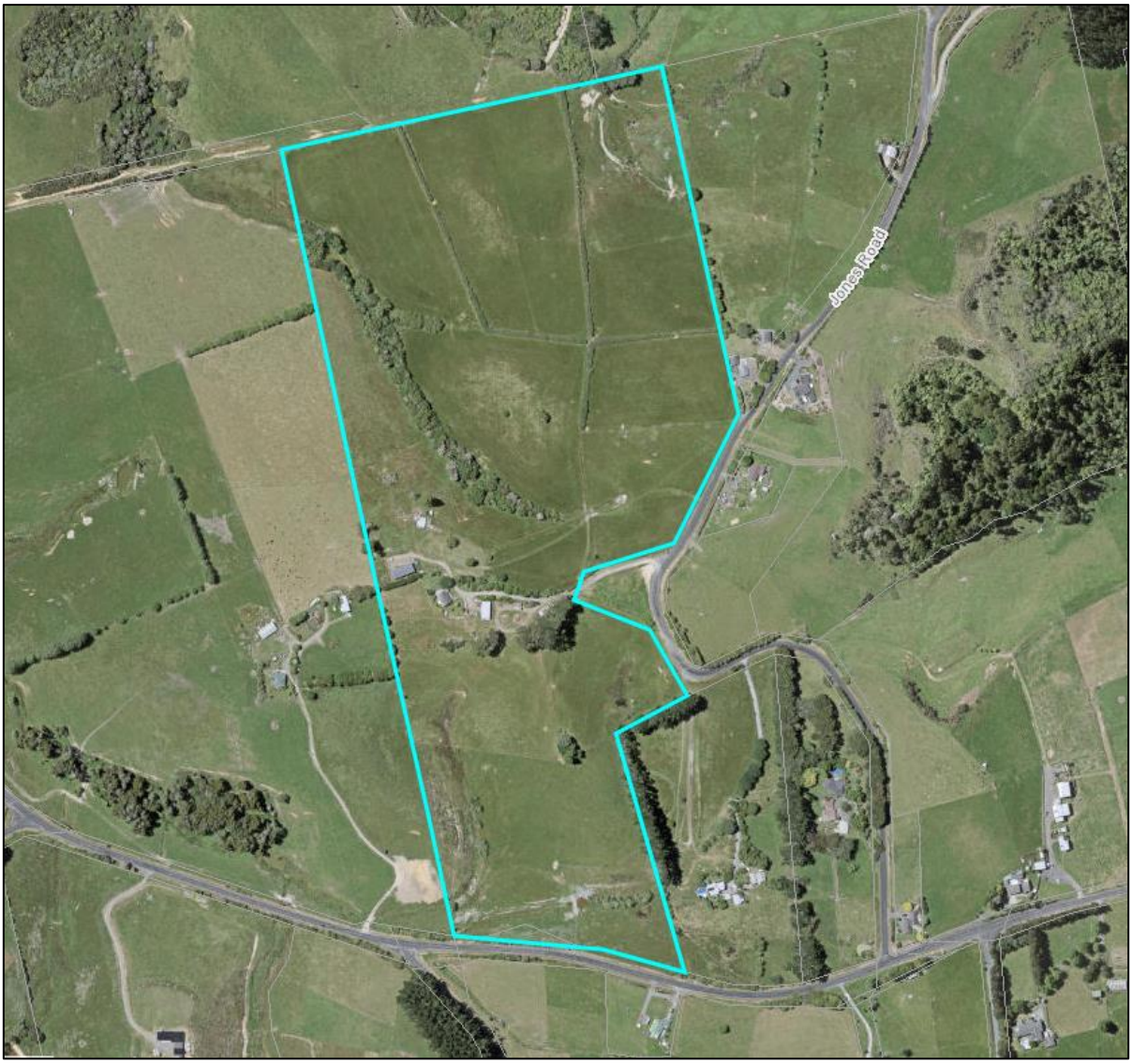
APPLICATION DESCRIPTION

Applicant	Scarbro Environmental Limited
Location	362 Jones Road, Hunua
Legal Description	Part Allotment 10 Parish of Hunua NA67C/593 25.2044ha Part Allotment 264 Parish of Hunua NA67C/594 933m^2
Site Area	26.1374 hectares
Consent Authority	Auckland Council
Auckland Unitary Plan Zoning	Rural – Rural Production Zone
Overlays	Natural Resources: • Significant Ecological Areas Overlay – SEA_T_413, Terrestrial • High-Use Stream Management Areas Overlay [rp]
Controls	Macroinvertebrate Community Index - Rural
Proposal	To establish and operate a managed fill activity for the deposition of approximately 790,000m^3 of fill.
Activity Status	Discretionary Activity
Duration Sought	10 years

LOCATION PLAN



Auckland Council GIS Oct 2024

REASONS FOR THE APPLICATIONS

Rural - Rural Production zone

- Under Rule H19.8.1(A66), a managed fill within the Rural Production zone requires resource consent as a Discretionary Activity. [s9 RMA]

Drilling and Use New Bore

- Under Rule E7.6.1(A41), the drilling and use of bores not otherwise specified requires resource consent as a Controlled Activity. [s9 RMA]

Earthworks

- Under Rule E11.4.1(A8), general earthworks in the Rural production zone greater than 2500m^2 is proposed on slopes greater than 10 degrees requires resource consent as a Restricted Discretionary Activity. [s9 RMA]

- Under Rule E11.4.1(A9), general earthworks in the Rural Production zone greater than 2500m^2 is proposed within the Sediment Control Protection Area requires resource consent as a Restricted Discretionary Activity. (11 hectares of earthworks is proposed). [s9 RMA]

Earthworks

- Under Rule E12.4.1(A6), general earthworks in the Rural Production zone greater than 2500m^2 is proposed requires resource consent as a Restricted Discretionary Activity. (11 hectares of earthworks is proposed). [s9 RMA]

- Under Rule E12.4.1(A10), general earthworks in the Rural Production zone greater than 2500m^3 is proposed) requires resource consent as a Restricted Discretionary Activity. (790,000m^3 of earthworks is proposed). [s9 RMA]

Discharges from Cleanfill and Managed Fills

- Under Rule E13.4.1(A5), discharges from managed fills that do not meet the controlled activity controls requires resource consent as a Restricted Discretionary Activity. [s15 RMA]

Transport

- Under Rule E27.4.1(A2), establish a new access which is an accessory activity, but which does not comply with the standards for access is a Restricted Discretionary Activity. (New access exceeds 9m and does not comply T156). [s9 RMA]

Natural hazards and flooding

- Under Rule E36.4.1(A41), diverting the entry or exit point, piping or reducing the capacity of any part of an overland flow path requires resource consent as a Restricted Discretionary Activity. (It is proposed to pipe a section of overland flow related to the northern fill access road as it crosses the upper area of OLFP3). [s9 RMA]

Overall Activity Status

The reasons for consent are considered together as a Discretionary Activity overall.

INTRODUCTION

1. This application for resource consent is made pursuant to Section 88 of the Resource Management Act 1991 ('the Act'). The information contained in this application addresses the requirements set out in Schedule 4 of the Act and includes an assessment of environmental effects, with the assessment relying on technical assessments and recommendations.

2. The applicant (Scarbro Environmental Limited) proposes to establish and operate a managed fill activity on a site at 362 Jones Road in Hunua, for the deposition of approximately 790,000m^3 of fill over a five to ten-year period.

3. A new vehicle entrance would be established to Hunua Road (to which the site also has frontage) and the deposition would be undertaken in two areas:

    - Northern fill area: 9ha with approximately 720,000m^3 of fill.
    - Southern fill area: 2ha with approximately 70,000m^3 of fill.

4. The northern fill area comprises a mounded landform over an area of 9ha and of approximate volume 720,000m^3 with an average fill depth of 8m, the maximum being 24m that creates an elevated platform slightly higher (237m RL) than the existing high point on site (223m RL), and a rolling form to blend in with existing contours. It has variable side slopes up to a maximum of 1V:3H, tying back into existing ground.

5. The southern fill comprises a mounded landform over an area of 2ha and of volume 70,000m^3 with an average of 3.5m of fill with the maximum fill depth being 10m that creates an elevated platform of similar height (205m RL) to an existing ridge to the south which is at 198m RL (adjacent to the highest point of the proposed platform). It also has 1V:3H side slopes tying back into existing ground.

6. An assessment of the proposed activity under the provisions of Auckland Unitary Plan [Operative in Part] ('AUP:OP') has been undertaken.

7. The overall activity status is a Discretionary activity.

8. The activity is consistent with achieving the relevant objectives and policies of the AUP:OP and would not undermine the Auckland Council's resource management strategy set out in this document. Furthermore, the activity does not compromise any relevant National Policy Statement or National Environmental Standard.

9. Having regard to any actual and potential effects, including all positive and adverse effects, in accordance with Clause 6 and 7 of Schedule 4 of the Act, this assessment concludes that any adverse effects are able to be appropriately avoided, remedied or mitigated.

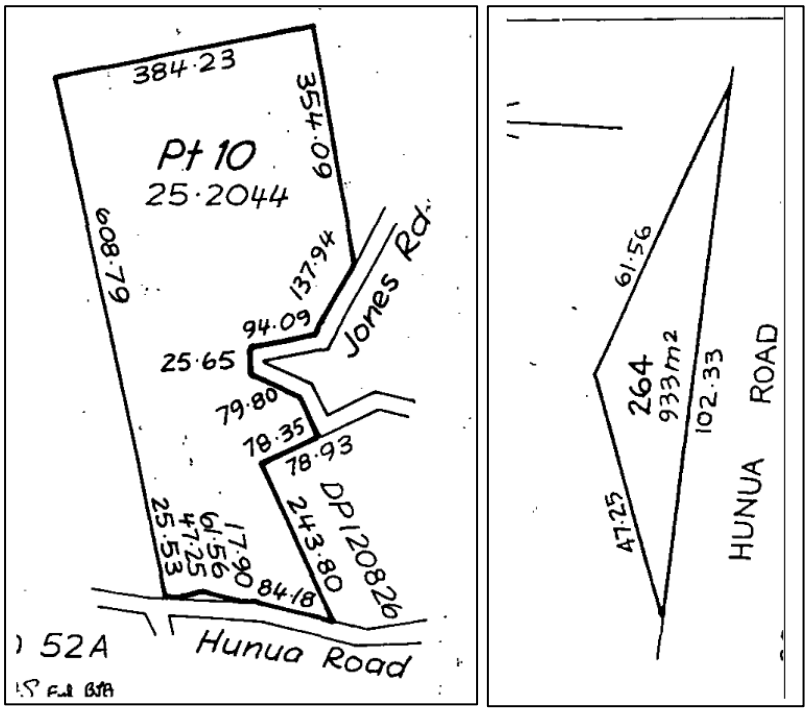
10. The granting of consent (subject to appropriate conditions) will promote the sustainable management of natural and physical resources of this neighbourhood and the wider environment, consistent with the relevant provisions of the Rural Production zone and the AUP:OP, as contemplated by the purpose and principles of the RMA.

PROPERTY AND SURROUNDING ENVIRONMENT

Legal Description

11. The property is legally described as:

- Part Allotment 10 Parish of Hunua (RT: NA67C/593) and contains 25.2044 hectares.
- Allotment 264 Parish of Hunua (RT: NA67C/594) and contains 933m^2.



12. A copy of the above Records of Title are provided in **Attachment 1**.

13. There are no documents or instruments registered to the titles that prohibit the activity proceeding.

14. The site is owned by L.R, T.B & W.J Patrick and L.R Monk. The applicant (Scarbro Environmental Limited) is the prospective purchaser of the site.

Location and Zoning

15. The 26.1374-hectare site is located on the northern side of Hunua Road with frontage to both Hunua and Jones Road.

16. The site is located approximately 7km from the rural urban boundary at Papakura via Hunua Road. As shown on Figure 1 below, the site is Rural Production zone and at the interface of the Mixed Rural to Rural Production zone regime of the AUP:OP. Between the site and urban Papakura is approximately 200 hectares of Special Purpose Quarry zone operated as the Hunua Quarry and Managed Fill by Winstone Aggregates.

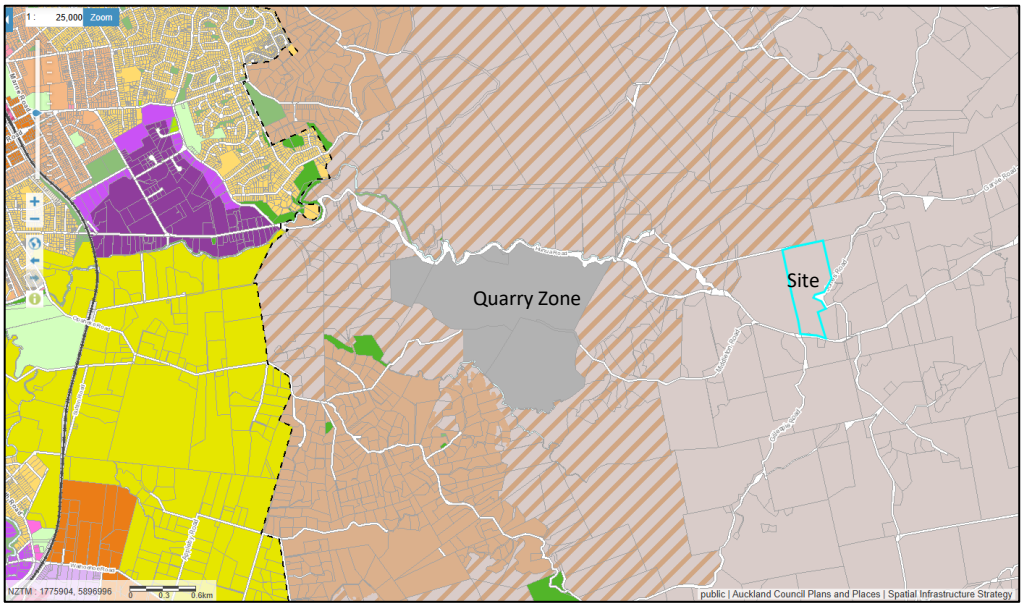


Figure 1: Auckland Council GIS Oct 2024

Topography, Soils and Existing Land Use

17. The convoluted topography comprises an east-west running spur at RL 215m towards the centre along which the existing access drive runs. A broader north-west running spur extends out from this at RL 220m towards the northern boundary at RL 190m and falling to the stream gully in the west. A south running spur extends from the central part of the site at RL 215m down towards the Hunua Road boundary at RL 185m with an incised gully and wetland to the west and a permanent stream and wetland to the south.

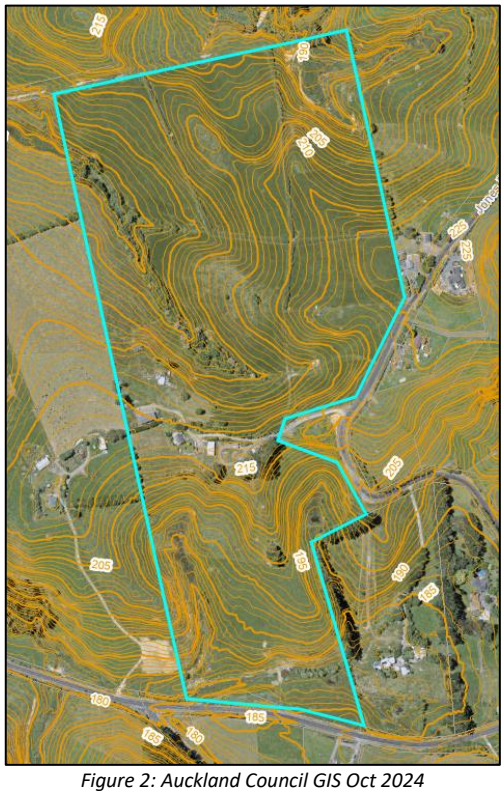


Figure 2: Auckland Council GIS Oct 2024

18. The Land Use Capability as identified on the Auckland Council GIS is LUC 4 with severe limitations.

Figure 3: Auckland Council GIS Oct 2024 - Land Use Capability

19. The primary existing access to the site is from a metalled driveway off Jones Road towards the middle of the site. The drive extends in a westerly direction towards a farmhouse, garage and sheds. A race extends from here in a northerly direction towards stock yards and a large barn.

20. A farm gate provides farm access to Hunua Road.

21. The site is predominantly in pasture grasses and lightly grazed with cattle.

Hydrology, Freshwater Features and Ecology

22. The site is located at the top of the Slippery Creek catchment flowing to the Manukau Harbour (receiving environment[1])

23. The Auckland Council GIS identifies streams, overland flow paths, flood prone areas and flood plains that correspond to the topography.

[1] The Hauraki Gulf Marine Park Act 2000 is therefore not relevant.

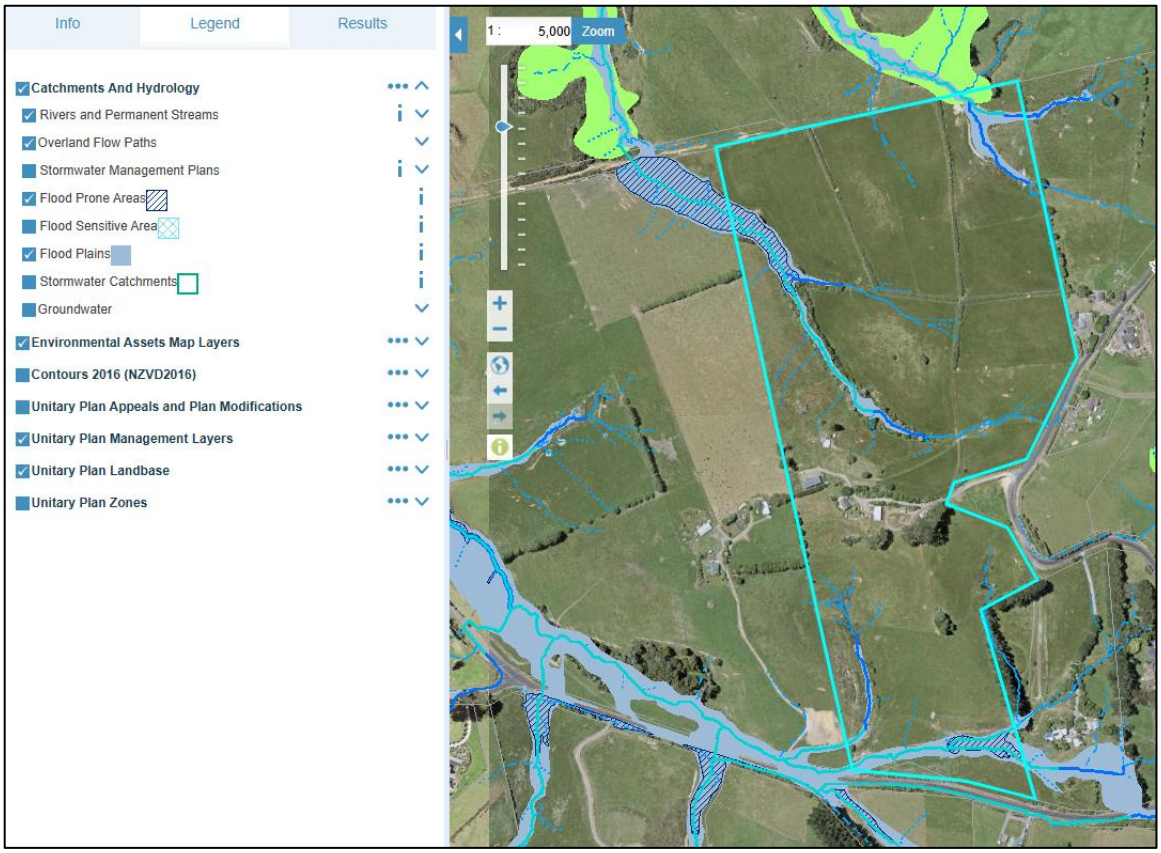


Figure 4: Auckland Council GIS Oct 2024 - Hydrology

24. Freshwater features and ecology have been assessed by Boffa Miskell (refer **Attachment 2**).

25. Two intermittent streams and one permanent stream were identified, as well as five Natural Inland Wetlands (yellow outline in Figure 5 below).

26. An intermittent stream is located in the south-western part of the wider site flows south and another intermittent stream runs in an east-west direction in the southern part of the site.

27. The permanent stream flows in a north-westerly direction to the west of the application site.

Figure 5: Boffa Miskell Oct 2024 - Ecological Features

28. The wetland located in the far north-eastern part of the site is an extension of a Significant Ecological Feature SEA_T_413.

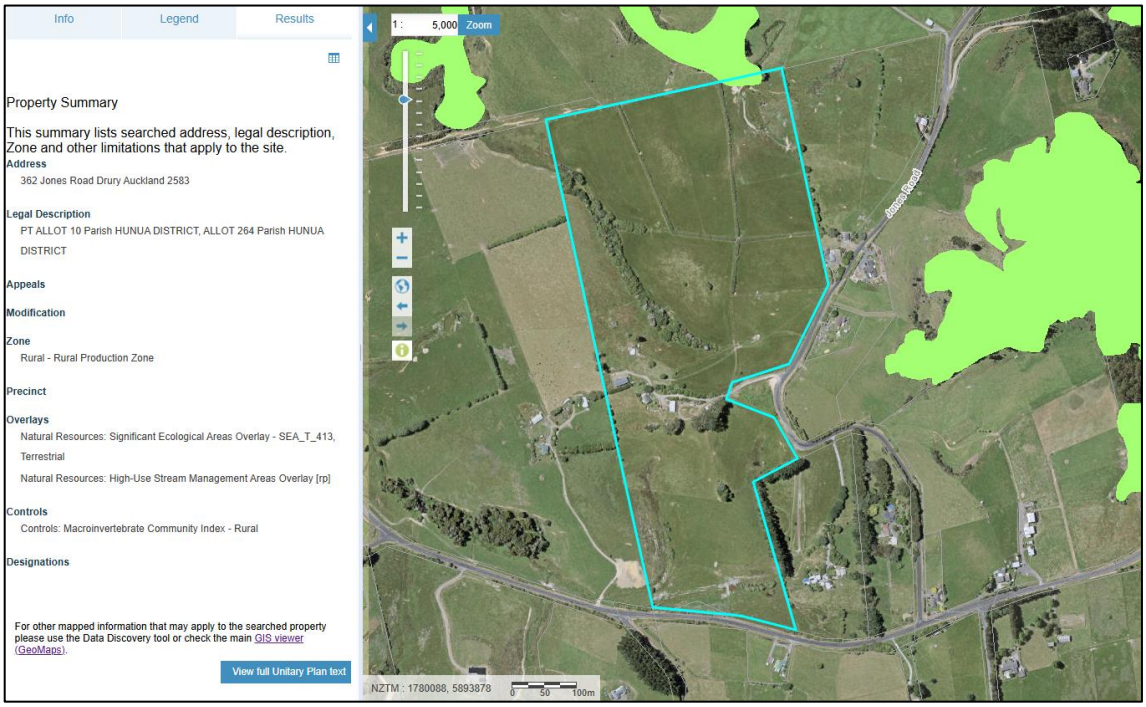


Figure 6: Auckland Council GIS Oct 2024 - SEA Overlay

29. The stock proof fenced stream gully is flanked by a mixture of indigenous and exotic tree species including manuka, pōhutukawa, cabbage tree and willow. Several large stands of mature macrocarpa are located adjacent to the access drive and amenity plantings in the vicinity of the farmhouse. Willows are associated with the streams and a number of isolated specimen trees including pine, rimu and pin oak located throughout the wider site.

30. Barbery hedgerows dissect the northern part of site in north-south and east-west configurations.

The Wider Landscape

31. The landscape is described in the Assessment of Landscape and Visual Effects undertaken by LA4 and provided in **Attachment 3**.

32. Adjoining landholdings to the site comprise a mix of larger rural production lots to the north and west (5.4ha to 30ha) and smaller lifestyle properties to the east (3890m^2 – 5900m^2).

33. The wider landscape context incorporates a rural landscape with a complex topography, highly convoluted with gentle to steep slopes, incised gully slopes, steeply dissected hill country, prominent ridges, and valley lowlands.

34. Existing land use patterns and human activities within the area possess a varied rural landscape character. The wider area is comprised of rural production activities, predominantly dairy farming, cropping, forestry, remnant indigenous forest, and lifestyle blocks.

35. The rural landscape is described as highly-modified.

36. The presence of large areas of exposed and cultivated land is an existing characteristic of the productive rural landscape as evidenced throughout the area.

37. The large Hunua Quarry and Managed Fill located 2.4km to the west of the site, being Auckland's largest aggregate quarry. Multiple truck movements characterise the stretch of road between the site and Papakura.

38. The overall landscape character of the wider surrounding area is that of a varied working rural production area with some recent rural lifestyle emerging resulting in a moderate level of naturalness and landscape quality.

Roading Environment

39. The site has frontage to Jones Road and Hunua Road, both which are not classified as an arterial road within the Auckland Unitary Plan adjacent to the site. It is noted that Hunua Road to the west of Dominion Road is an arterial road, with this classification stopping near the rural urban boundary.

40. Hunua Road is part of the Auckland Strategic Freight Network, with the corridor classification stopping approximately 2km west of the proposed fill site access. The classification for Hunua Road is 1B which is defined as follows:

> *"Roads of the highest strategic value to freight movement being Arterials where efficient freight movements must be actively supported to maintain Levels of Service, where competing modes and land uses require active management."*

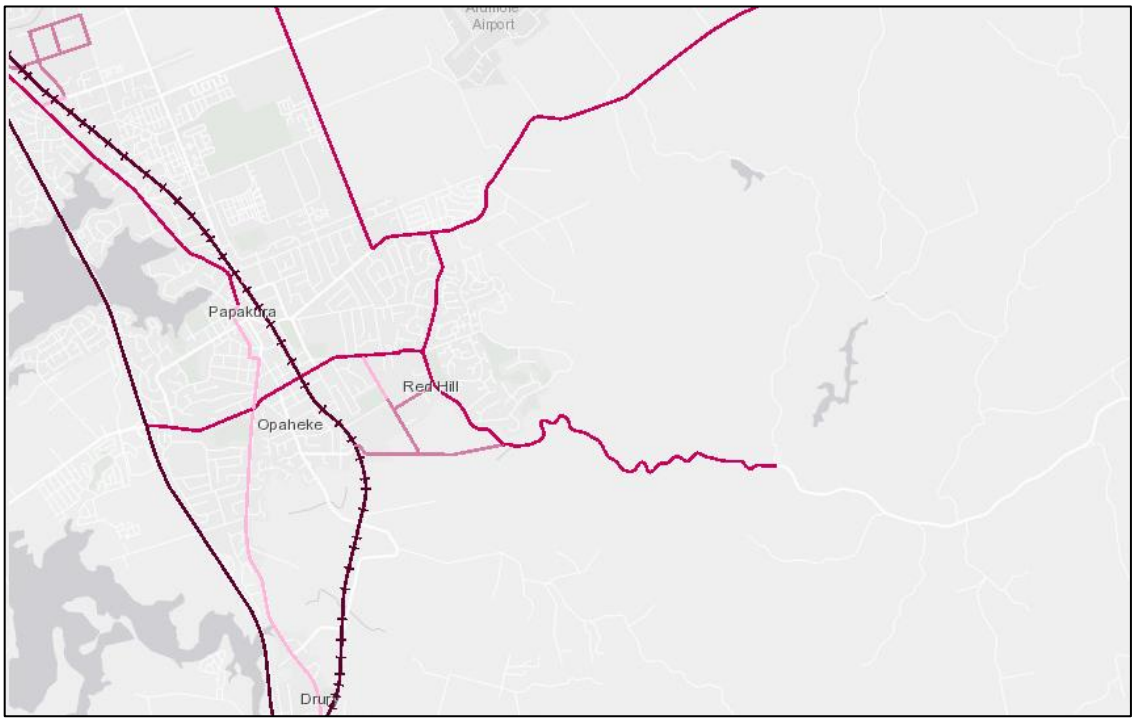


Figure 7: https://at.govt.nz/about-us/transport-plans-strategies/auckland-freight-plan

41. Hunua Road is comprised of one vehicle lane in each direction and has a posted speed limit of 80 km/hr adjacent to the site access.

Cultural Heritage

42. The Auckland Council's Cultural Heritage Inventory does not identify any cultural heritage features located within the site and there are also no historic heritage features shown for the site on the Auckland Unitary Planning Maps.

43. The Auckland Council's GIS identifies that the site is within the Statutory Acknowledgement Area of Ngati Tamaoho. Respecting the Statutory Acknowledgement, the applicant has engaged with Ngati Tamaoho which included an onsite hui to understand areas of significance, values and interests. The advice from Ngati Tamaoho and provided in **Attachment 4**. is as follows:

> *The Hunua Awa runs south from the Hunua Ranges Kohukohunui, within an area containing a wide range of sites from defensive pā to mahinga kai, urupa to marae, and awa to tuahu. The variety of the uses of the places in Te Hunua/Kohukohunui indicate the importance of the entire area as an interconnected whole to Ngāti Tamaoho.*
>
> *Each of the individual places are important in their own right but their real significance can only be understood when considering the area as a whole. This is an area that has provided Ngāti Tamaoho with so much more than can be described in any historical narrative. It is part of the mauri of this people and is an absolutely fundamental part of their cultural identity.*
>
> *As a place of food gathering the Hunua Awa was of almost unparalleled importance, with abundant eels and inanga.*
>
> *Though Ngāti Tamaoho were an iwi who travelled greatly, the Hunua Ranges were an ancient defensive stockade which had protected our tūpuna for centuries. There were many defensive pā in the surrounding foothills including, Paparata, Te Maketu, Pihanga and Ngā Urukehu. The interior was a place of great tapu, although there were several sites of refuge that were only known to Ngāti Tamaoho and the other hapū of the area.*
>
> *Te Hunua/Kohukohunui was also a place of immense spiritual importance for Ngāti Tamaoho*.

PROPOSAL

Overview

44. The urban growth activity in Auckland is generating significant volumes of fill with site development resulting in the need to transport and deposit excess fill. One of the sites important attributes to support a managed fill activity is the proximity to the metropolitan area of Auckland. This site is approximately 7km from the rural urban boundary at Papakura.

45. Likely sources of fill include existing urban areas and areas of future urban zoning. Under the AUP:OP, a large extent of Future Urban zone extends south from Papakura to Drury on the eastern side of the existing urban area. On the western side of the motorway an additional large Future Urban zone land resource extends from Hingaia to Ramarama.

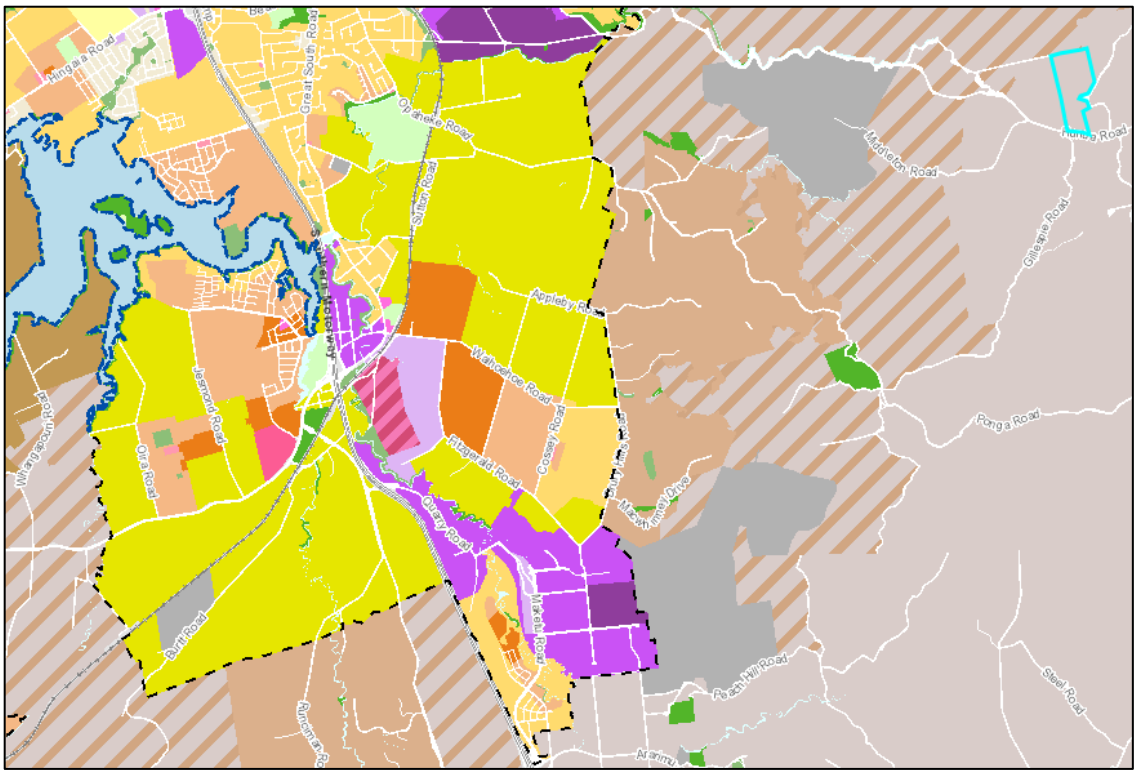


Figure 8: Auckland Council GIS Oct 2024

46. Given that these areas are generally sites of Greenfield development, it is reasonable to expect managed fill material for the site to be sourced from these approximate locations. There are traffic related efficiencies in providing for managed fill deposition sites in this immediate area.

47. In addition, the activities of the Scarbro group (a family-owned company) provide earthmoving and civil construction services to the wider Auckland area. Having their own managed fill deposition site will improve service delivery and reduce costs.

48. Scarbro Environmental Ltd are proposing to construct a managed fill activity comprising two separate areas of 9ha and 2ha (including associated drains and sediment ponds) on the northern and southern sides of the site respectively, with corresponding estimated fill volumes of 720,000m^3 and 70,000m^3, giving a combined fill volume of 790,000m^3.

49. The extent of the managed fill area, proposed fill depths, proposed final contours and selective cross-sections are shown on drawings 33250 provided in **Attachment 5.**

50. The finished site plan is as follows.

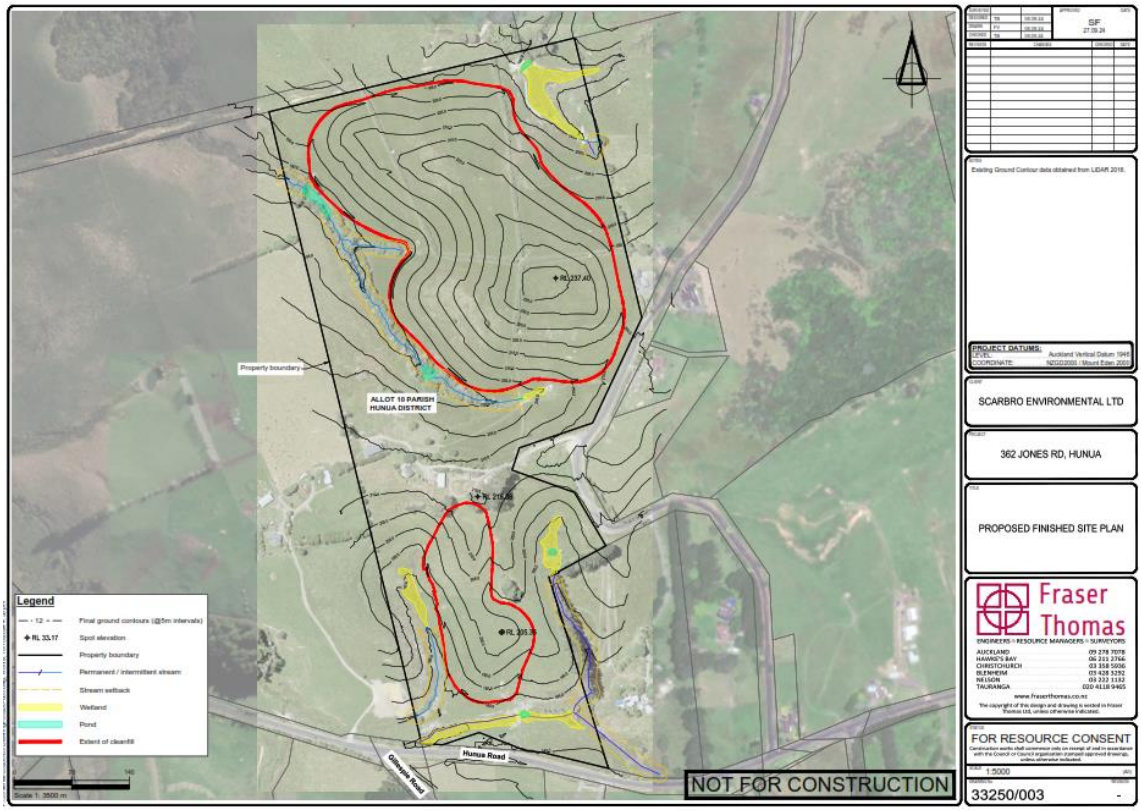


Figure 8: FTL

51. Filling will take place over a period of approximately 5-10 years and consent is sought for a total period of 10 years to provide some contingency should fill volumes be less than anticipated.

52. A new site access will be created to Hunua Road at the location of an existing farm access.

53. Fill meeting defined acceptance criteria and subject to an ongoing testing regime (at source or onsite) will be accepted to the managed fill site.

54. The site will operate between the hours of:

- 7:00am and 6:00pm Monday to Friday.
- 7:00am and 1:00pm on Saturdays.
- There will be no activity on Sundays and public holidays.

55. Erosion and sediment control will be provided by sediment ponds sized to cater for the entire Fill areas, with treated runoff discharged to the site watercourses.

56. At the completion of filling, the site will be in grass and returned to rural production use with wetland and riparian planting and fencing undertaken around identified features.

57. The site has been chosen after a period of assessment and informed decision making through the provision of specialists' advice covering civil engineering (geotechnical assessment, erosion and sediment control, flood hazard assessment, contamination testing), acoustic assessment, landscape assessment, ecological assessment and traffic assessment. Consultation with Mana Whenua has clarified cultural interest and concerns and appropriate responses. Consultation

with neighbours has informed the design and management response to ensure effects on those persons are less than minor.

58. These reports and correspondence are attached to this application and should be referred to for detailed assessments and recommendations.

- **Attachment 2** Ecological Report: Boffa Miskell (14/11/24)
- **Attachment 3** Assessment of Landscape Visual Effects: LA4 (14/10/24)
- **Attachment 4** Iwi Consultation.
- **Attachment 5** Engineering Plans: Fraser Thomas Ltd (25/10/24)
- **Attachment 6** Engineering Report: Fraser Thomas Ltd (14/11/24)
- **Attachment 7** Geotechnical Investigation: Fraser Thomas Ltd (14/10/24)
- **Attachment 8** Traffic Impact Assessment: Commute (22/11/24)
- **Attachment 9** Fill Management Plan: Fraser Thomas Ltd (31/10/24)
- **Attachment 10** Preliminary Site Investigation: Fraser Thomas Ltd (24/10/24)
- **Attachment 11** Assessment of Noise Effects: Styles Group (01/11/24)
- **Attachment 12** Auckland Unitary Plan Assessment: HPC Ltd (21/11/24)

Proposed Managed Fill Development

Northern Area

59. The northern fill area comprises a mounded landform over an area of 9ha and of approximate volume 720,000m^3 with an average of 8m of fill with the maximum fill depth being 24m that creates an elevated platform slightly higher (237m RL) than the existing high point on site (223m RL), and a rolling form to blend in with existing contours. It has variable side slopes up to a maximum of 1V:3H, tying back into existing ground.

60. The perimeter of the managed fill has been designed so that all runoff from the managed fill area can be conveyed by perimeter gravity drains running around the managed fill and directed into two sediment removal ponds (SRPs), located at low points on the perimeter drainage system. This will result in minor changes to the catchment areas draining to the watercourses in the western and northern area of the site, and hence will have a negligible effect on peak flows and volumes to these streams, based on all runoff being passed through the sediment ponds first, which has detention capacity in accordance with GD05.

61. Several hedges will be removed from the northern Fill area prior to filling this area.

62. The existing water bore within the northern fill area will also be decommissioned and abandoned prior to filling in this area. A new bore will be established outside the fill area.

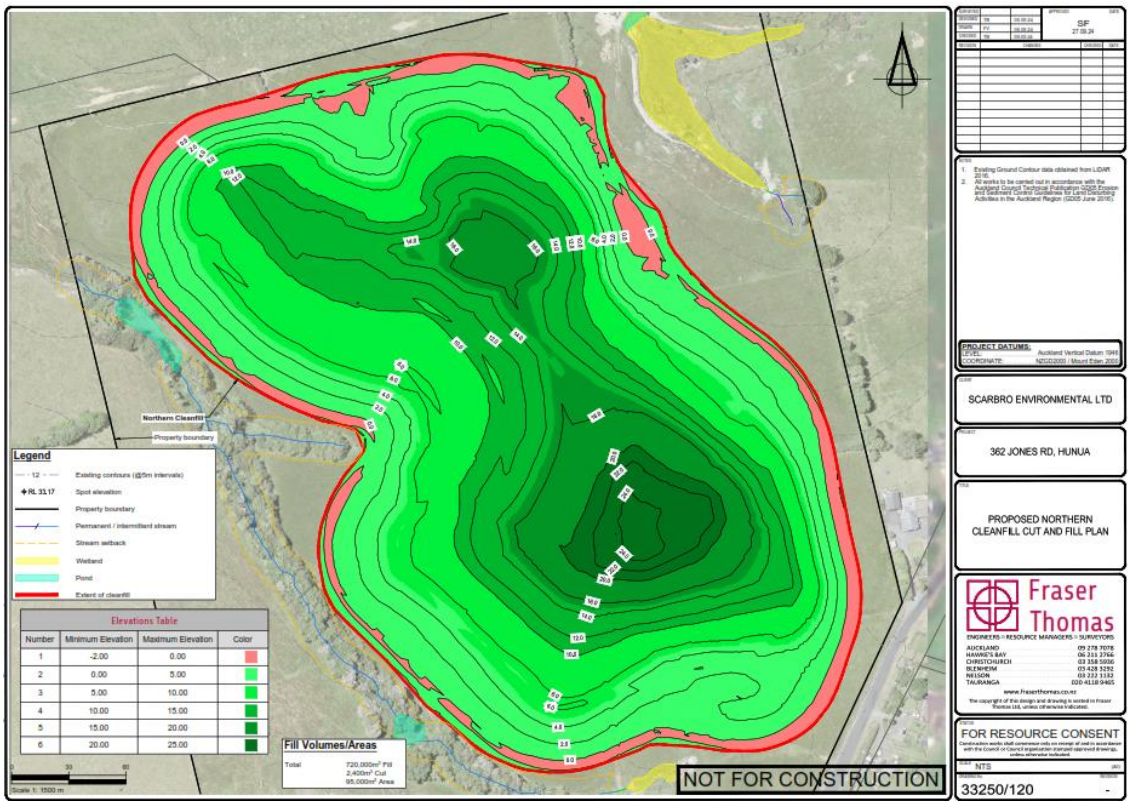


Figure 9: FTL

Southern Area

63. The southern fill comprises a mounded landform over an area of 2ha and of volume 70,000m^3 with an average of 3.5m of fill with the maximum fill depth being 10m that creates an elevated platform of similar height (205m RL) to an existing ridge to the south which is at 198m RL (adjacent to the highest point of the proposed platform). It has 1V:3H side slopes tying back into existing ground.

64. Provision has been made for a single SRP located on the southern area of the site nearby the stream.

65. The geotechnical assessment undertaken by Fraser Thomas Ltd and provided in **Attachment 7** has identified that there are signs of a historic slip feature within the proposed fill area. Further geotechnical investigation work is required to prove that this area is suitable for filling. It is requested that geotechnical investigation of this area be done via pre-development consent conditions prior to any filling taking place in this location.

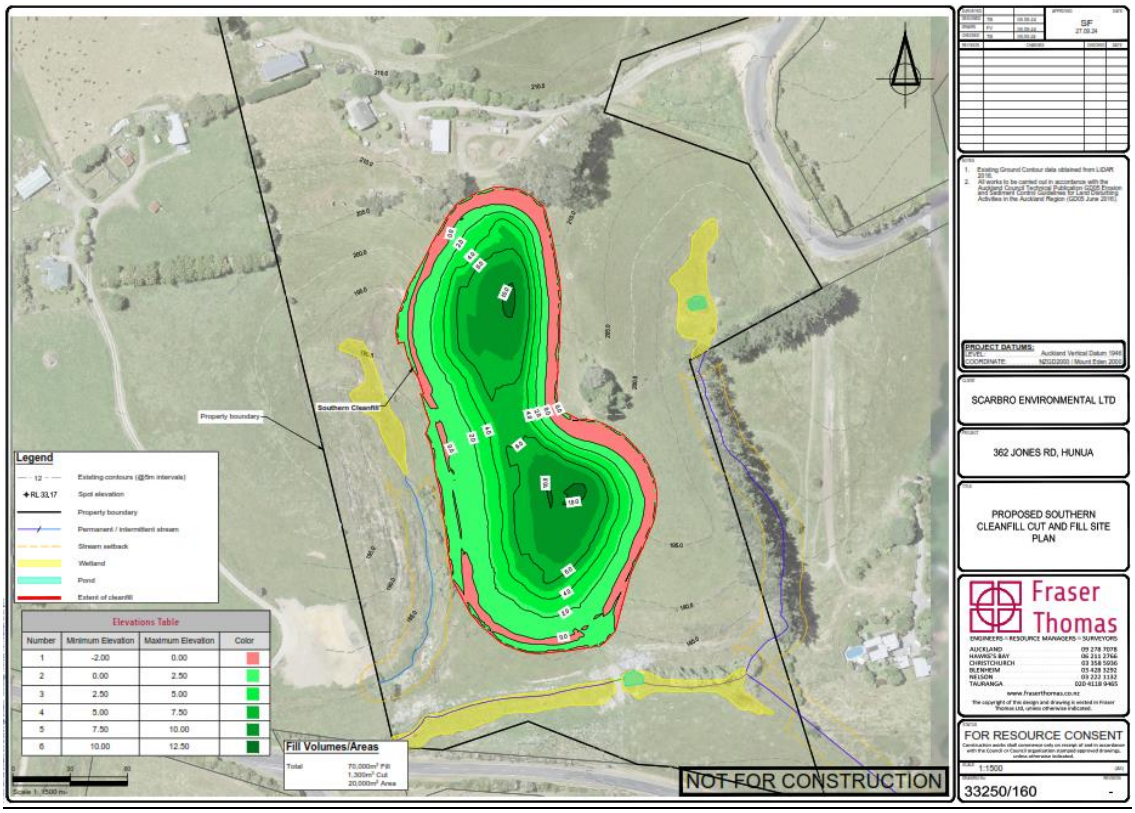


Figure 10: FTL

Managed Fill Acceptance Criteria

66. It is proposed that the site will accept "cleanfill", based on background concentrations for heavy metals in volcanic soils in the Auckland region, as well as some common organic contaminants. This means it will be a Cleanfill under the WasteMINZ Disposal to Land Guidelines, but a Managed Fill under the AUP:OP.

67. The waste acceptance criteria as described in the Fraser Thomas Ltd (FTL) Engineering Report provided in **Attachment 6,** is proposed as follows:

Parameter	Maximum Acceptable Concentration – Jones Rd Fill (mg/kg)
Heavy Metals	
Arsenic (As)	12
Boron (B)	260
Cadmium (Cd)	0.65
Chromium (Cr)	125
Copper (Cu)	90
Lead (Pb)	65
Mercury (Hg)	0.45
Nickel (Ni)	320
Zinc (Zn)	1160
Organic Contaminants	
TPH C_7-C_9	120
TPH C_{10}-C_{14}	58

Benzene	0.0054
Ethylbenzene	1.1
Toluene	1.0
Total xylene	0.61
Benzo(a)pyrene (equivalent)	2 (interim)
Total DDT	0.7
Asbestos	No detect (P/A test) at source; <0.001 % AF/FA and <0.01 % ACM (max 5-10% of verification testing)

68. The managed fill activity will not accept fill material containing asbestos, based on at source testing. However, experience of Fraser Thomas Ltd and pre-application advice from Auckland Council, highlighted that asbestos is a contaminant common in the urban environment and an absolute no trace detection hard to achieve at fill deposition sites.

69. It is proposed that if verification sampling at the Fill site itself does detect trace asbestos, this must be <0.001% AF/FA w/w and/or <0.01 %ACM to be kept on-site or otherwise must be removed from site and disposed of to an appropriate landfill facility.

Site Access and Traffic Management

70. Access to the managed fill activity is to be gained via a new access onto Hunua Road, south of the Jones Road intersection. The accessway location and dimensions are based on manoeuvrability of the largest anticipated vehicle into and out of the access and clearance of an existing powerpole.

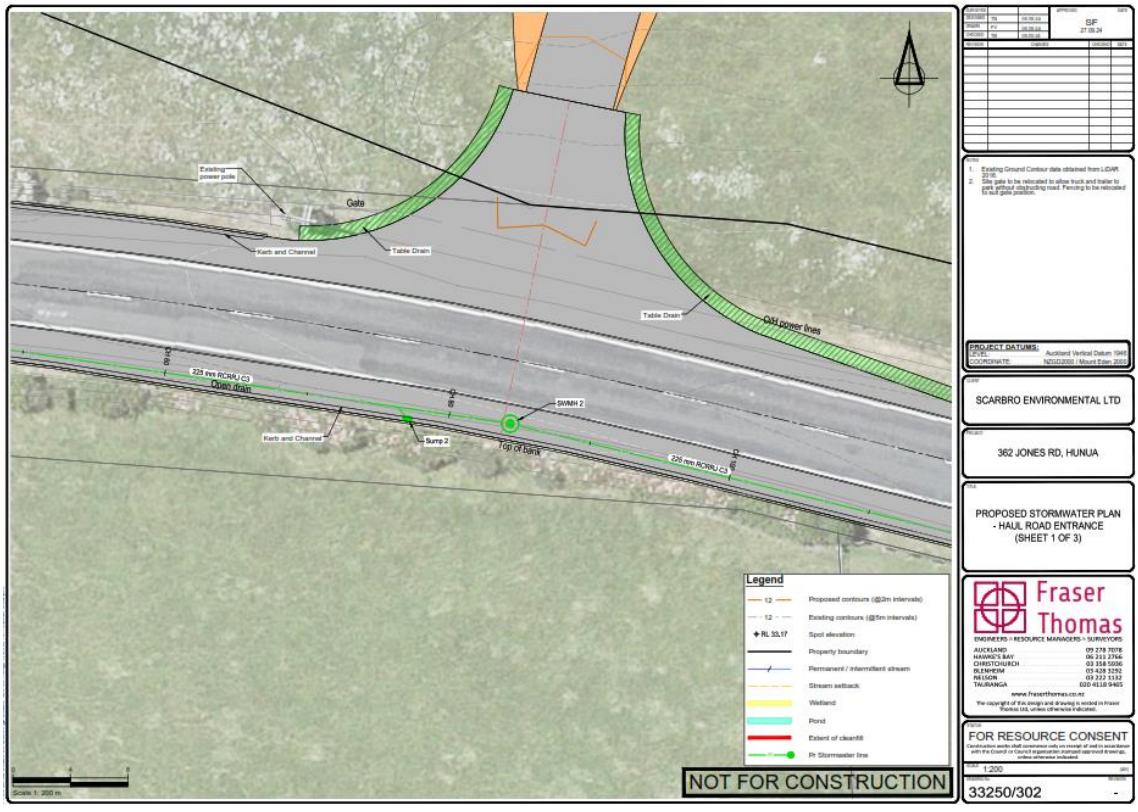


Figure 11: FTL

71. Trucks will be coming to the site from the west turning left into the new Hunua Road access. There are no likely sources of fill from the east.

72. There will be no access for trucking activity to or from Jones Road. This will be enforced through the operational controls of Scarbro Environmental Limited.

73. As previously described, the site will operate between the hours of:

- 7:00am and 6:00pm Monday to Friday.
- 7:00am and 1:00pm on Saturdays.
- There will be no activity on Sundays and public holidays.

74. Although the site will be open for 11 hours a day, the first and last hours of the day are considered to be less productive due to site start up and shut-down activities occurring.

75. The engineering calculations have determined that the site can accept approximately 790,000m^3 of fill material. A maximum rate of fill of 96 trucks per day (192 movements) has been applied which includes a mix of trucks only and truck and trailers.

76. The impact of the size of truck delivering to the site, and the "looseness" of the fill material in the truck and degree of compaction that can be achieved (expressed as bulking factor) affect the duration of filling. Single unit trucks have a capacity of around 8m^3 loose measure, while truck and trailers carry 18m^3. Assuming 242 operational days per year (which excludes Saturday activity for this calculation) and variable bulking factors ranging from 1.35-1.60, if the site is filled with trucks only this could take around 9.2-10.9 years to fill, while with truck and trailers only this would be reduced to only 4.1-4.8 years. The reality will be somewhere in between and will depend on the fill source and compaction achieved.

77. The site access arrangement from Hunua Road has been determined in accordance with recommendations of Commute (for safety and efficiency) and expressed in the engineering design plans provided by Fraser Thomas Ltd (**Attachment 5**). This will accommodate a passing opportunity when a vehicle is waiting to turn right into the site, as well as a sealed taper space for vehicles turning left into the site. Vegetation removal within the road reserve is recommended to achieve Austroads sight distance requirements.

78. The proposed vehicle access is 12.73m wide at the property boundary and designed to simultaneously accommodate an entering and exiting truck and trailer to ensure no queuing occurs on Hunua Road.

79. The Hunua Road entrance will have a manual gate set back sufficiently to allow for a truck and trailer to park safely off the road. The internal road then narrows down to a 6m width suitable as a dual carriageway, sloping down towards the stream. Crossing the stream will be a single lane bridge. From the bridge onwards, the carriageway returns to a 6m width. There will be widenings around any corners as required, which will be worked out at detailed design.

80. A bridge crossing has been deliberately selected so as to ensure no loss of stream length or effects on the wetland in this area.

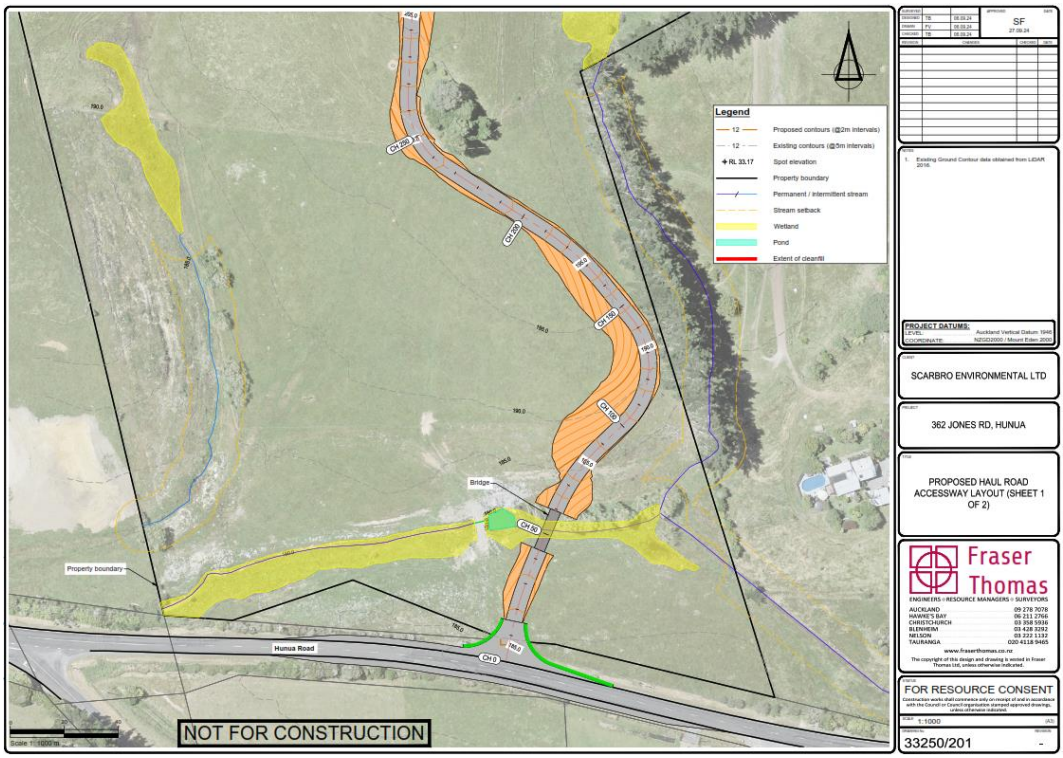


Figure 12: FTL

81. There is an existing farm culvert crossing over the stream, which is in poor condition and is to be removed. This will result in a short section (approximately 5.5m) of stream and associated wetland in this area being reinstated.

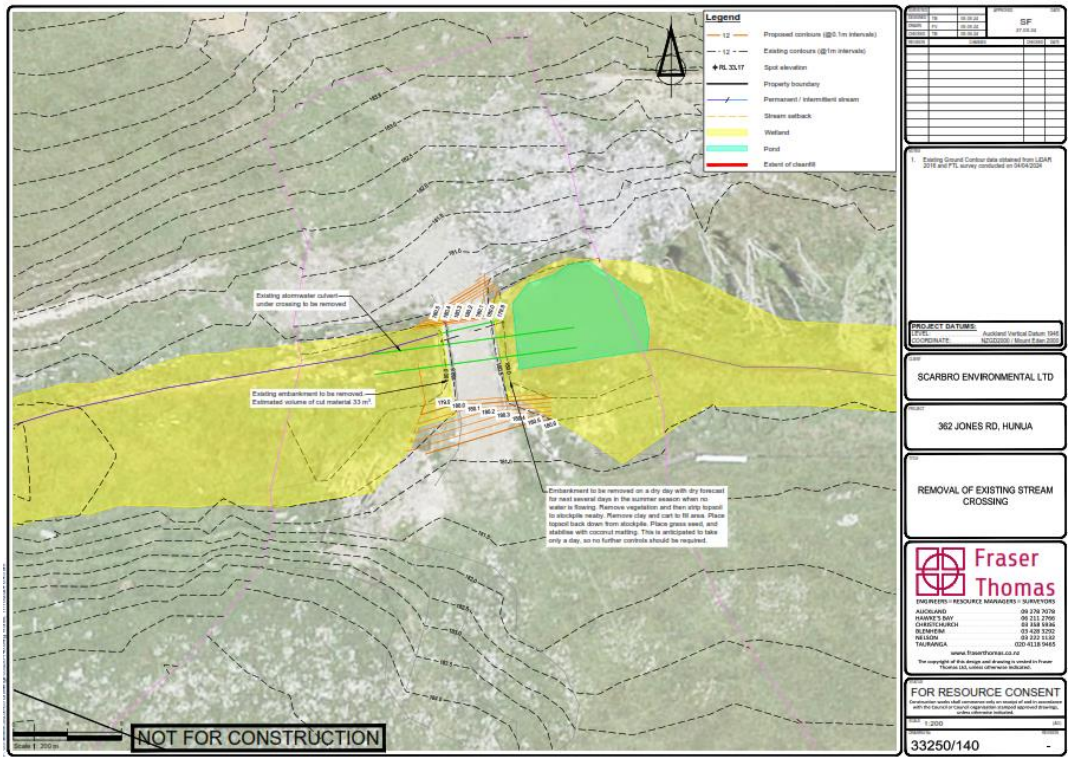


Figure 13: FTL

82. The new internal access road will run through the subject site to the new site office, where incoming and exiting loads will be monitored by the managed fill activity staff.

83. Additional internal access roads will run from this area to each fill sub-stage, with turning circle areas being created for each Fill stage. The existing farm accessway off Jones Road will be retained, but will not be used by trucks bringing fill from the site or exiting the site.

84. Preliminary access road details are provided in drawing 33250/200-251 with specific design details will be provided for accessway works for each stage of filling in advance, as they will be designed and constructed progressively as part of fill operations.

Staff Requirements

85. On-site staffing (excluding truck drivers passing through the site) will involve up to 4 people, including a Site Supervisor, machinery/plant operators and general labour. Some staff may undertake more than one of these roles, according to workload demand.

86. A Site Supervisor will be in charge on site at all times and present during operating hours. This person will control site operations including monitoring incoming and exiting loads, fill acceptability, fill quality, dust, erosion and sediment control, gate control, vehicle movements, record keeping, etc.

Office and Amenities

87. The site office is to be located in the existing dwelling located in the centre of the site.

88. The site office will utilise the existing dwelling water supply and wastewater disposal system. These comprise a roof rainwater harvesting water supply and on-site wastewater septic tank treatment and disposal system. The existing systems are considered suitable for this purpose without requiring any changes.

89. Staff parking is provided on-site adjacent to the staff office. All staff, visitors and contractors will be directed to park on-site . No parking in the road corridor is permitted.

90. The local power supply reticulation to the site is off Jones Road and extends to the site office and wheel washing area.

Machinery and Refuelling

91. The equipment to be used for the site preparation and during the operation of the fill will be a 21-tonne excavator a bulldozer (Caterpillar D6 or similar) and a 19 tonne sheepsfoot roller. A $6m^3$ water cart will also be onsite and used as needed for dust management.

92. No fuel (diesel or petrol) will be stored onsite for the machinery. Refuelling will be carried out on a call out basis by a mobile refuelling service. Such services carry spill kits, and any refuelling will be away from overland flow paths.

Signage

93. Appropriate signage will be placed at the site entranceway, which as a minimum will contain contact details of the managed fill operator. With the content yet to be determined, it should be noted that any signage will adhere to the standards set out in the Auckland Council Signage Bylaw 2015.

94. Internal operational signage will likely also be established and will be positioned such that it will not be visible off the site.

Fencing and Gated Access

95. The existing farm fencing is of excellent standard and will be maintained and regularly inspected to ensure no access to the site other than through the site entrance on Hunua Road

96. Access to the site will be controlled by a secure gate set back sufficiently to allow for a truck and trailer to park safely off the road that is opened manually.

Right of Access

97. Right of access is strictly controlled and limited to SEL and authorised sub-contractors, as well as authorised consultants (e.g. Fraser Thomas Ltd) and Council staff or agents involved in site monitoring. No unauthorised vehicles are allowed entry. The gate will be locked outside working hours.

98. There are several forms of direct (locked gate) and indirect (informal supervision by staff) deterrents to entry. Consequently, access to the site by unapproved users during normal operating hours and outside these hours is highly unlikely.

Noise Management

99. A particular design response and management procedures are proposed to ensure compliance is achieved with *NZS 6803:1999 Acoustics — Construction Noise* and the noise limits set by the AUP:OP for activities in the Rural Production Zone. This includes as follows:

- The cleanfill will not operate outside the hours of 7:00 am to 6:00 pm Monday to Friday, and 7:00 am to 1:00 pm on Saturday. There will be no site activity on Sundays and Public Holidays.

- The number of truck movements associated with the managed fill on Monday – Friday will not exceed 96 trucks per day (192 movements) and 20 trucks (40 movements) in one hour.

- The number of truck movements associated with the managed fill on Saturday will not exceed 50 trucks per day (100 movements) and 20 trucks (40 movements) in one hour.

- Tonal reverse alarms must not be used on any plant or machinery on site. Broadband reverse alarms may be fitted if reverse alarms are required.

- An earth bund shall be constructed to provide acoustic screening to 332 Jones Road and 353 Jones Road to the east of the site were the highest levels of noise from the activity would occur. The bund will be at least 160m long and 3m high.

- The bulldozer and sheepsfoot roller will not be operated within 90m of the property boundary of 332 Jones Road or within 80m of the property boundary of 353 Jones Road during the operation of the cleanfill.

Dust Control Measures

100. The potential for dust nuisance is considered minor, due to the nature of fill material. Nevertheless, dust will be controlled by measures from the following toolbox:

Measures required by consent:

- Use of water as necessary to dampen exposed surfaces and vehicles accessways, using water sourced from the sediment ponds, or from a dedicated storage tank supplied by the existing on-site bore, if insufficient water is available from the ponds.
- Maintaining vehicle accessways with sufficient seal or aggregate material.
- Restricting the speed of vehicle movements to no more than 20kph.
- Daily monitoring for wind conditions and dust discharges around the site.

Other toolbox measures (as required):

- Minimising the extent of the exposed area at any one time.
- Limiting traffic to established haul roads and minimising travel distances by optimising site layout.
- Minimising tracking of dirt on vehicle wheels onto paved surfaces.
- Minimising drop heights when loading and unloading vehicles.
- Limiting stockpile heights.
- Providing shelter from the wind for stockpiles.
- Consolidating and sealing off loose surface material.
- Progressive mulching and grass establishment, as works are completed in different areas.
- Use of soil binders to form a cohesive membrane or protective crust that reduces windblown dust generation (refer GD05, Section G8.0 for further details) (contingency measure).
- Use of textiles as temporary covers on stockpiles or partially completed batter slopes, or as permanent cover (e.g. vegetation promotion blanket) on completed areas (contingency measure).

Litter

101. The fill materials deposited on-site are not expected to create any litter problems as they are relatively dense and unlikely to be blown around by the wind. Any minor bits of litter (e.g. plastic) found on-site will be picked up and disposed of to bins provided.

Odour Management

102. Odorous fill material will not be accepted at the site.

103. Burning will be prohibited on-site and therefore smoke or ash discharge will not be an issue.

Sequencing of Filling

104. The managed fill deposition will be staged so that a maximum 2ha area is being filled at any one time. Preliminary staging plans are shown on drawing 33250/130 provided in **Attachment 5**. The staging is indicative only, as the filling will be an iterative process, with filling areas changing as required to build the final platforms. The staging plan may also need to be changed as site constraints and operational constraints are realised during either detailed design or once SEL has established on site.

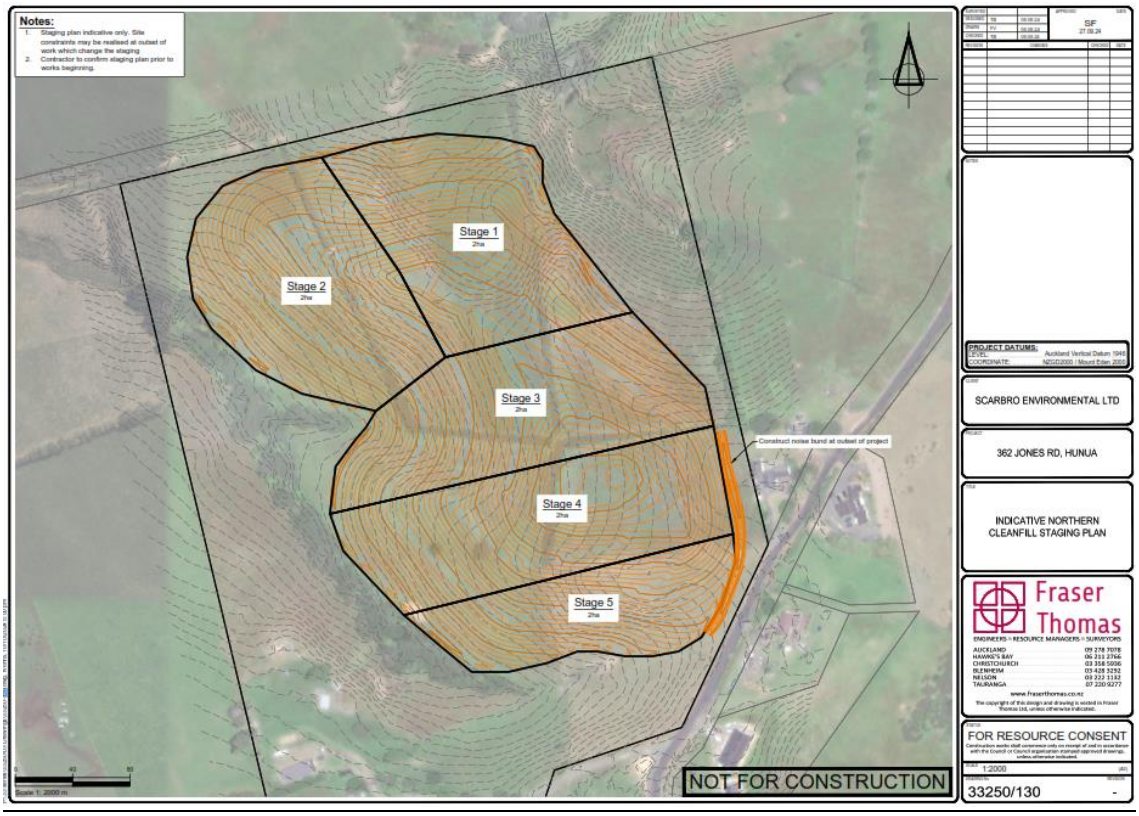


Figure 14: FTL

105. As set out in the FTL Engineering Report provided in **Attachment 6,** the expected sequence of filling and associated activities is summarised below with works constructed on a stage-by-stage basis, apart from the sediment controls which will cover the entire northern and southern Fill areas:

- Install all silt/sediment control structures required for the total filling area, including sediment retention ponds, diversion drains/bunds, as appropriate.
- Obtain approval from the relevant Authorities prior to commencing works.
- Install temporary access roads and turning areas.
- Remove vegetation as required.
- Strip topsoil and unsuitable materials and stockpile (separately) on designated stockpile areas.
- Install underfill drains and connect into perimeter swale.
- Undertake filling and compaction.

- Re-spread topsoil across filled areas.
- Mulch, hydroseed or grass all batters and exposed surfaces, as appropriate. Mulching or hydroseeding will be done on intermediate exposed surfaces, while grassing will be done on completed filling areas. This will be done progressively as different areas are completed.
- Decommission erosion and sediment control devices once exposed surfaces are fully stabilised.

106. The specific methodology for the sequencing is set out in the Fraser Thomas Ltd Engineering Report and described below.

Erosion and Sediment Control

107. Erosion and sediment control measures will be installed prior to any vegetation clearance and earthworks activities on the site. The proposed erosion and sediment control measures cater for the entire managed fill deposition area (2x2ha ponds for northern Fill and 1x1.2ha pond for southern fill area including sediment pond and drains) and hence provide a high degree of flexibility for development of the managed fill activity. The detailed erosion and sediment control measures are described in Section 5 of the FTL report and summarised below.

Temporary Access Roads

108. Temporary stabilised access roading, tip heads and vehicle turning circle areas will then be constructed for each stage of filling. These roads will be progressively extended and/or relocated for each stage of filling, as required. Temporary access road details will be provided ahead of each stage of filling for Council approval.

Vegetation Clearance

109. Vegetation clearance will be undertaken in stages, in accordance with the progression of filling. It will comprise the removal of existing grass/weeds, as the first step of preparing a new area for filling.

110. Riparian areas will not have any vegetation removal.

111. The trees on site have been assessed in the Boffa Miskell ecological report. Some macrocarpa trees may need to be removed for construction of the haul road. The Fill design allows for the identified area of native vegetation in the central southern area of the site to be retained and protected for the duration of the filling activity.

Topsoil and Unsuitables Stripping and Stockpiling

112. Topsoil and any unsuitables will be stripped from each stage and temporarily stockpiled within part of the fill area, which is not currently being used for filling or where filling has been completed. All temporary topsoil stockpiles remaining in place for more than one month will either be mulched, hydroseeded or grassed.

Underfill Drainage

113. In accordance with the recommendations of the FTL geotechnical report, underfill (strip) drains will be constructed prior to the placement of fill to prevent groundwater from reaching elevated levels within the fill material during extreme transient events. These strip drains shall comprise 900mm wide by 300mm deep rectangular strip drains, with TNZ F/2 drainage aggregate fully wrapped in Bidim A29 geotextile or similar. The location of the proposed groundwater drainage system is shown on FTL drawing 33250/350-351.

114. Underfill drains may also be installed in other locations, if required, following stripping of topsoil.

Fill Placement and Compaction

115. Fill operations will be undertaken in small stages within the Fill footprint. Filling should be undertaken in accordance with the recommendations of the geotechnical report. New fill areas will be opened only as required. Filling will then commence with fill material brought to the site in trucks, deposited in the relevant area and re-positioned as necessary by excavator and/or bulldozer.

116. The fill will be shaped to direct runoff to dirty water diversion drains and fill material track rolled by site machinery for compaction to similar levels to the existing situation, in accordance with the fill specification in the geotechnical report. Drying or wetting of imported fill material should be undertaken, as required to achieve this. This level of compaction is appropriate, as the Fill area will revert to productive pastoral farming on the completion of filling. Hence, there is no need to compact the fill in accordance with development codes for residential development.

117. The outer faces of the fill will be at a maximum 1V:3H. 4m wide benches will be installed at appropriate vertical intervals, with further details of these benches provided at detailed design. These benches are primarily for erosion control purposes during Fill construction. It is expected they will be constructed at intervals of approximately 1 bench per 10m vertical height and will generally run along the contour to minimise the concentration of stormwater runoff. The northern area will have between 2 benches on the eastern side, and 4 benches on the western side. The southern area will have no benches. The Slope/W analyses in the geotechnical report allow for this scenario.

118. Any filling proposed on existing slopes greater than 11° (1V:5H) should be placed and compacted on benches cut into the slopes at the site.

119. Post filling, the benches will generally remain and will function as farm access tracks.

120. Actual fill locations will vary depending on considerations such as the type of material received, the season and the filling situation for the overall site. Some areas may be opened and closed several times during the life of the operation, and temporary and permanent stabilisation measures will therefore both be used.

121. A Geotechnical Completion Report should be provided on completion of each stage of filling works.

Final Landform and Site Restoration

122. The finished northern fill profile will reach a height of up to 237m RL and be gently sloping (i.e. natural rolling pasture) with a predominantly westerly aspect towards the western stream.

123. The finished southern fill profile will reach a height of up to 205m RL and be gently sloping with a predominantly westerly aspect towards the western watercourse.

124. Final completion works will involve shaping the surface to ensure a natural, non-engineered appearance and for it to merge naturally with the surrounding land. The sediment ponds and associated perimeter drainage will be decommissioned on completion of filling and site stabilisation, with site flow to be generally dispersed as sheet flow in accordance with existing overland flow patterns.

125. Final cover will comprise a minimum 150mm thickness of topsoil, sourced from the temporary topsoil stockpiles on-site. If necessary, additional topsoil will be imported to achieve the desired coverage.

126. Completed areas will be progressively stabilised with a protective surface cover (i.e. grass) to stabilise it against soil erosion and return the area to grazing.

Site Closure and Decommissioning

Erosion and Sediment Control

127. Sediment control works may only be decommissioned once it has been determined that relevant Fill areas have been suitably stabilized through consultation and inspection by the Operator and Council. Decommissioning shall be undertaken by light weight equipment or manually where possible and include the following:

- Respread any topsoil stockpiled and decommission the topsoil stockpiling area.
- Backfill any temporary collection drains and/or remove any diversion bunds. Regrade localised areas to ensure overland flow occurs as broad sheet flow and is not channelised. Turf or sow grass seed as appropriate.
- Remove the embankments, bunds and decant structure and fill in the sediment removal ponds. Reinstate the areas by grassing.

Geotechnical Completion Report

128. Certification would be provided by a suitably qualified geotechnical engineer to confirm the fill operations had been completed in accordance with the Fill Management Plan and the geotechnical recommendations.

Riparian and Wetland Planting

129. At the conclusion of the filling activity (or if practical during), Stream 2 and 3 and Wetlands A, B, C, D and E will be fenced to exclude stock and be planted in riparian and wetland vegetation.

130. Stream 3 is already fenced and contains indigenous vegetation but will be cleared of pest species where these exist.

Erosion and Sediment Control Measures

131. Required erosion and sediment control measures will be installed and maintained during the works in accordance with best practice, utilising recommended measures set out in GDO5. The FTL Ltd Engineering Report (**Attachment 6**) details the proposed erosion and sediment control methodology for the site. The erosion and sediment control measures are shown on drawings attached to that report.

132. The final design, location and sequencing of these measures may vary from that shown and will be determined on-site by the Operator prior to commencement of works. Approval for any significant changes will be sought from Auckland Council, as required and conditions of consent should reflect a 'mangers approval' type approach.

133. The two fill areas are located within different catchments and the proposed perimeter drainage system means that they will form their own sub-catchments during Fill operation.

134. Hence proposed erosion and sediment control measures comprise open channel drains/bunds (referred to as dirty water drains) located around the Fill perimeter which will collect all runoff (i.e. both clean and dirty runoff) from the Fill area and convey it into three sediment ponds sized for their entire contributing catchments as shown in FTL drawings 33250/121 and 161. These measures will be in place for the duration of filling.

135. Clean runoff will derive from areas that have been fully stabilised and revegetated following filling and areas that have yet to be disturbed for filling. Dirty runoff will derive from areas that are being filled and from areas that are in the process of being stabilised and restored.

136. Runoff will generally be conveyed into these dirty water drains as overland flow to avoid unnecessary concentrations of site runoff. However, additional temporary measures may be installed at the discretion of the Fill Operator such as temporary dirty/clean water diversion drains, compacted bunds, contour drains, etc. This may be particularly useful to improve sediment removal, or to reduce chemical costs, if chemical flocculation has to be used.

137. Drainage and SRP design detail is provided in the FTL Engineering Report.

138. Flocculation bench testing will be undertaken of the natural soils on-site to determine if chemical flocculation is needed during the early stages of filling and the required dosing rate. Ongoing monitoring will then determine if any changes are required to the flocculant dosing regime. Bench testing will be undertaken for PAC (polyaluminium chloride), while the potential use of an organic flocculant will also be considered, subject to performance and cost considerations.

139. The primary objective of erosion and sediment control is to minimise the time ground is exposed prior to permanent stabilisation. If delays occur during the works or an intermediate form of stabilisation is required (such as on stockpiles or on fill prior to topsoil placement), mulching, geotextile fabric or hydroseeding may be utilised.

140. Permanent stabilisation can be achieved via the application of topsoil (150mm minimum), followed by seeding or planting. Permanent stabilisation is designed to permanently stabilise soil on disturbed areas to reduce sediment and runoff to downstream or off-site areas.

141. Dust control aims to prevent or reduce the movement of dust from disturbed soil surfaces that may create nuisance, health hazards, traffic safety problems and/or off-site damage and discharge to the environment. Dust control should follow the guidance provided in the Ministry for the Environment Good Practice Guide for Assessing and Managing Dust 2016.

142. Monitoring and predicting rainfall is essential to the performance of erosion and sediment control and civil works in general. All efforts shall be made to predict rainfall and undertake any high-risk work when extended periods of fine weather are predicted. When rainfall is predicted, all efforts shall be made to ensure that the measures mentioned above are in place prior to rainfall and further inspections are made during rainfall and after to ensure that erosion and sediment control measures are functioning as intended

143. The sediment control measures shall be regularly monitored during operations and after any significant rain event. Maintenance of all structures including diversion drains/bunds and sediment ponds shall be carried out throughout the course of site earthworks and restoration.

Fill Management Plan

144. A Fill Management Plan has been prepared by FTL for the proposed managed fill and is included in **Attachment 9**. This Plan provides an overview of activity and then sets out how the activity will be managed and operated.

145. In addition to management and operational procedures, the Fill Management Plan (FMP) sets out the waste acceptance criteria and procedure for accepting and depositing acceptable material.

146. In accordance with the requirements of Section E13 of AUP:OP and best practice, the Management Plan addresses the following:

a) A plan of the property showing the areas to be filled.
b) The approximate quantity of material to be deposited, type of material, timing and progress of the operation, its operating hours and the Fill's completion date.
c) Operation of the site, including placement and compaction of fill materials, daily operating procedures, Fill acceptance controls and monitoring, responses to natural hazards and unexpected discharges and conditioning of wet material.
d) Proposed site operation records, including waste acceptance processes, load inspection records and monitoring, testing and sampling documentation.
e) Sub-staging plans and details of internal access roads.
f) Management measures for dealing with noise, dust and other detractions from the amenities of the area.
g) Security (to prevent public dumping) and signage measures.
h) Drainage measures.
i) Erosion and sediment control measures.
j) Mitigation and contingency measures.

ASSESSMENT OF EFFECTS ON THE ENVIRONMENT

Permitted Baseline

147. In this case, there is no level of permitted managed fill in the Rural Production zone. However, farming, greenhouses, forestry, intensive farming, free-range poultry farming, composting, animal breeding, quarries associated with forestry and farm activity, and mineral prospecting and exploration are all permitted activities (as are accessory buildings) subject to a number of standards.

Positive Effects

148. The proposal will have the following positive effects:

- The managed fill activity will assist development primarily as a component of the construction industry and in particular the construction of residential, commercial developments and related infrastructure within the Auckland area. The proposed activity will therefore benefit the Auckland region both economically and socially by aiding development growth including the supply of housing and the creation of employment opportunities for Aucklanders.

- When the cleanfill activity is completed on site, the works area is to be completely rehabilitated as grassed pasture and returned to rural production use which could also forestry (production or carbon).

- The proposal offered by the applicant includes that at the conclusion of the filling activity (or if practical during), Stream 2 and 3 and Wetlands A, B, C, D and E will be fenced to exclude stock and be planted in riparian and wetland vegetation. Stream 3 is already fenced and contains indigenous vegetation but will be cleared of pest species where these exist.

Slope and Land Stability

149. The FTL Geotechnical Investigation (**Attachment 5**) undertook specific slope stability analyses to determine the stability of the proposed managed fill profile, particularly the stability of the proposed end batter slope.

150. In general terms and within the limits of the investigation as outlined and reported by FTL, and provided proper control of any future proposed earthworks is exercised, the report concludes that no unusual problems are anticipated with the proposed filling activity.

151. The site is, in general, considered suitable for its intended use with satisfactory conditions for the proposed filling activity, subject to the recommendations and provided the works are carried out as would be done under normal circumstances in accordance with the requirements of the relevant New Zealand Standard Codes of Practice. The recommendations include:

a) That further geotechnical investigation is undertaken in order to confirm the subgrade CBR values and design requirements during construction.

b) That, prior to placement of any engineered fill and cleanfill material, all Recent alluvial sediments and topsoil material be appropriately undercut from beneath the footprint of any proposed filling prior to placement of fill as discussed in Section 9.0 of the geotechnical report.

c) That any filling proposed on slopes greater than 11° to the horizontal (1V:5H) be placed and compacted on benches cut into the slopes at the site. It is recommended the benches be slightly sloping into the existing natural slope, and that the surface of the benches be scarified prior to placement of any fill material in order to improve the bond between the bench subgrade and the proposed fill material.

d) That any engineered fill and cleanfill material be placed and tested in accordance with the relevant recommended fill specifications presented in Section 10.0 of the geotechnical report.

e) That underfill strip drains be constructed in the base of the gullies prior to the placement of cleanfill material to accommodate groundwater seepage and intercept any localised springs that may be encountered.

f) That further geotechnical investigation, appraisal and reporting be undertaken, specific to the proposed cleanfill profiles, in order to provide recommendations on slope stability and settlement considerations specific to the proposed South Filling area development, prior to any filling operations occurring within the South Filling area.

g) That further geotechnical investigation, comprising machine boreholes, appraisal and reporting will be required to be undertaken, specific to the proposed foundation configurations, in order to provide recommendations on foundation bearing pressures and settlement considerations specific to the proposed bridge development at the detailed design/Building Consent application stage.

152. Accordingly, subject to appropriate conditions, any potential adverse stability effects due to the proposal will be less than minor.

Sediment and Erosion

153. As previously stated, appropriate erosion and sediment control measures will be provided on-site in accordance with the AUP:OP and GD05. The main rational and objectives of these measures are:

- To minimise disturbance to areas where erosion may occur, including steeper slopes and exposed land.
- To stage filling to minimise the area worked on at any one time, to minimise the extent and duration of temporary topsoil stockpiles and to ensure revegetation can occur in a staged manner, so as to reduce the risk of silt/sediment running off the site and entering the downstream receiving environment.
- To ensure exposed areas are stabilized as soon as practicable by sowing, hydroseeding or mulching to prevent erosion.
- To install perimeter controls such as diversion drains and retention ponds to prevent sediment leaving the site.

- To maintain the gravel surface of the access road to minimize the potential for silt/sediment to be tracked off site.
- To provide guidance in case of unforeseen events including poor weather.
- To ensure all control measures are inspected and repaired after storm events.
- To ensure that the site is rehabilitated prior to the removal of sediment control measures.
- To mitigate dust emissions from the site during earthworks so as not to adversely affect any nearby properties.
- To minimize potential environmental effects.

154. The northern and southern fill areas have been designed to form their own sub-catchments during filling. The proposed sediment ponds will capture all runoff from these sub-catchments and discharge treated runoff to the existing watercourses running through the site.

155. Sediment will be removed primarily by the sediment retention ponds. These ponds and the associated diversion drains/bunds have been designed in accordance with GD05 and best practice.

Universal Soil Loss Equation

156. FTL have applied the universal soil loss equation (USLE) to the Fill area based on a worst case scenario of 2.0ha of bare soil areas for 9 months and 2.0ha of completed filling area being restored for 3 months, based on the following approach:

- The existing fill areas vary in gradient and length in relation to sediment generation and overland flow. Runoff flow paths have been considered for each area with average gradients and lengths calculated.
- For the Fill, the topography on completion of filling has been considered. This gives a worst case scenario in terms of gradient (33.3%). Multiple runoff flow path lengths were calculated down the Fill batter slope to the perimeter drain and use to calculate an average length.
- Adopted K value of 0.40 based on site bore log information, with an adopted soil erodibility factor based on 35% clay, 60% silt and 5% sand content, representing in-situ soil conditions.
- Sediment delivery ratio of 0.7 adopted, based on gradients generally being over 10 degrees for both the existing and managed fill situations.
- Allowance for flocculant dosing in the sediment ponds, with an adopted sediment removal efficiency of 95%.

157. Using these parameters, the USLE estimated sediment loss ranges from 4.0-4.3 tonnes for the existing situation over a year, compared with approximately 13-18 tonnes over a 9 month filling and 3 month restoration cycle with floc dosing. The main reason for the calculated increase in sediment losses is that the Fill gradient is steeper than the existing situation, resulting in the slope length and steepness factor, LS, being much higher for the managed fill situation, compared with the existing situation.

158. FTL note that the USLE results are considered likely to be over conservative and conclude that the net effect is expected to be less than calculated and is unlikely to have an adverse effect on the receiving environment, provided the Fill operation is managed well.

159. Accordingly, subject to appropriate conditions, any potential adverse sediment and erosion effects due to the proposal will be minor.

Stormwater (Quantity and Flooding)

Runoff Control

160. Runoff volumes are likely to increase during filling due to a change in the ground surface from grass and vegetation to bare soil and subgrade and an overall increase in contributing catchment steepness. This has been provided for in design of the runoff collection system, through the provision of a perimeter drainage system of relatively gentle gradient while all runoff will pass through the sediment ponds, which will result in a significant reduction in peak flows leaving the site, while some volume reduction may also occur as a result of infiltration through the base of the ponds and evaporative losses. Additional measures such as the check dams, pipe drop structures and/or flumes can also be used if necessary to control runoff.

161. Earthworks will be monitored on site by the Operator, who will review sediment control performance. Overall, given the modest scale of the proposed filling activity, the comprehensive stormwater collection and treatment system proposed, and subject to effective application and management of the aforementioned erosion and sediment control measures, the associated potential adverse environmental effects are considered to be less than minor. Notwithstanding, additional mitigation measures for runoff control are able to be installed where deemed necessary.

Impervious Areas

162. New "impervious areas" comprise the new site entrance off Hunua Road (sealed to match existing road), new bridge (surface to be confirmed) and gravel access road.

163. The impervious area calculations are as follows:

Item	Existing	Proposed
Roofing (6 buildings)	810	810
Gravelled Access roads (permanent)	1,590	5,428
Landfill Haul gravel roads (temporary)	0	0 to 1,800
Total	**2,400**	**6,238 to 8,038**
Net impervious areas, excluding gravelled roads	810	1318

164. Stormwater runoff from the site entrance will be by sheet flow and follow the natural topography, flowing overland before entering the southern stream. The bridge will be flat and small volumes of runoff will likely flow diffusely off its sides into the underlying stream. The additional impervious area represents 0.3% of the 19ha OLFP1 catchment area, which is negligible. Hence, neither runoff source are expected to result in any scour or erosion at the point of discharge or downstream. Similarly roof runoff is expected to discharge to the ground surface and become overland flow from the six individual buildings or be collected in roof water tanks for reuse (existing dwelling).

165. As the new impervious area is a very small proportion of the total catchment area it is not expected to cause any adverse flood effects for the 10% and 1% AEP storm events affecting

other properties and/or buildings. Geomaps does not show any downstream dwellings located in close proximity to the 1% AEPO floodplain extent. The building roof runoff will be low volume and is an existing situation and thus will have no impact on flooding.

166. The new impervious area is not expected to cause or increase nuisance or damage to other properties. Similarly, the building roofing already exists and is not to be changed, so will not result in any adverse nuisance related effects.

167. Due to the small impervious area involved and the relatively low volume of traffic expected across the new entrance and bridge no adverse effects associated with stormwater runoff water quality are anticipated. Stormwater runoff from the new entrance will flow overland across grass before entering the southern stream, which will effectively function as a filter strip and provide some contaminant removal. Similarly, roof runoff that is not collected in water tanks, is expected to flow overland across grass before entering any streams, which will achieve some contaminant removal.

Overland Flow and Flooding

168. Auckland Council Geomaps show that the site is subject to four OLFPs. These features have been assessed by FTL who confirm that all of the OLFPs (OLFP1-4) are classified as both OLFPs and floodplains under AUP:OP definitions.

169. The FTL assessment concludes that the proposed Fill areas are likely to have less than minor effects on overland flows and flooding for the following reasons:

- For OLFP1, the contributing catchment is mostly sheet flow from the site itself. The southern fill platform will be outside of the floodplain extent, and the fill platform will not impact the OLFP or floodplain. It is proposed to remove the culvert in the stream and associated embankment, which will reduce the floodplain extent on the site. It is proposed to install a bridge across the OLFP, which will be designed such that it has no impact on OLFP1 or its associated floodplain.
- For OLFP2, the contributing catchment is largely runoff from the upstream catchment. The southern fill platform will be outside of the floodplain extent, and the fill platform will not impact the OLFP or floodplain.
- For OLFP3, the contributing catchment is almost entirely from the site itself. The southern fill platform will be outside of the floodplain extent, and the fill platform will not impact the OLFP or floodplain.
- For OLFP4, the contributing catchment is largely runoff from the upstream catchment. The southern fill platform will be outside of the floodplain extent, and the fill platform will not impact the OLFP or floodplain.
- None of the overland flowpath entry or exit points on the site will be changed.
- The proposed two fill areas and associated bunds and stockpile areas are all located outside the major OLFPs and associated floodplains. They are subject to only minor overland flows which are more likely to occur as shallow sheet flow of low magnitude. Filling these areas should not be an issue in relation to affecting overland flow conveyance or flood storage, with the proposed fill drainage system providing alternative means for catering for these minor flows.
- The proposed erosion and sediment control ponds are located outside the major OLFPs and associated floodplains.

170. It is noted that the northern Fill access road will cross the upper area of OLFP3 which is a confluence of three small OLFPs. This will require piping with a culvert to support the haul road to the deposition area.

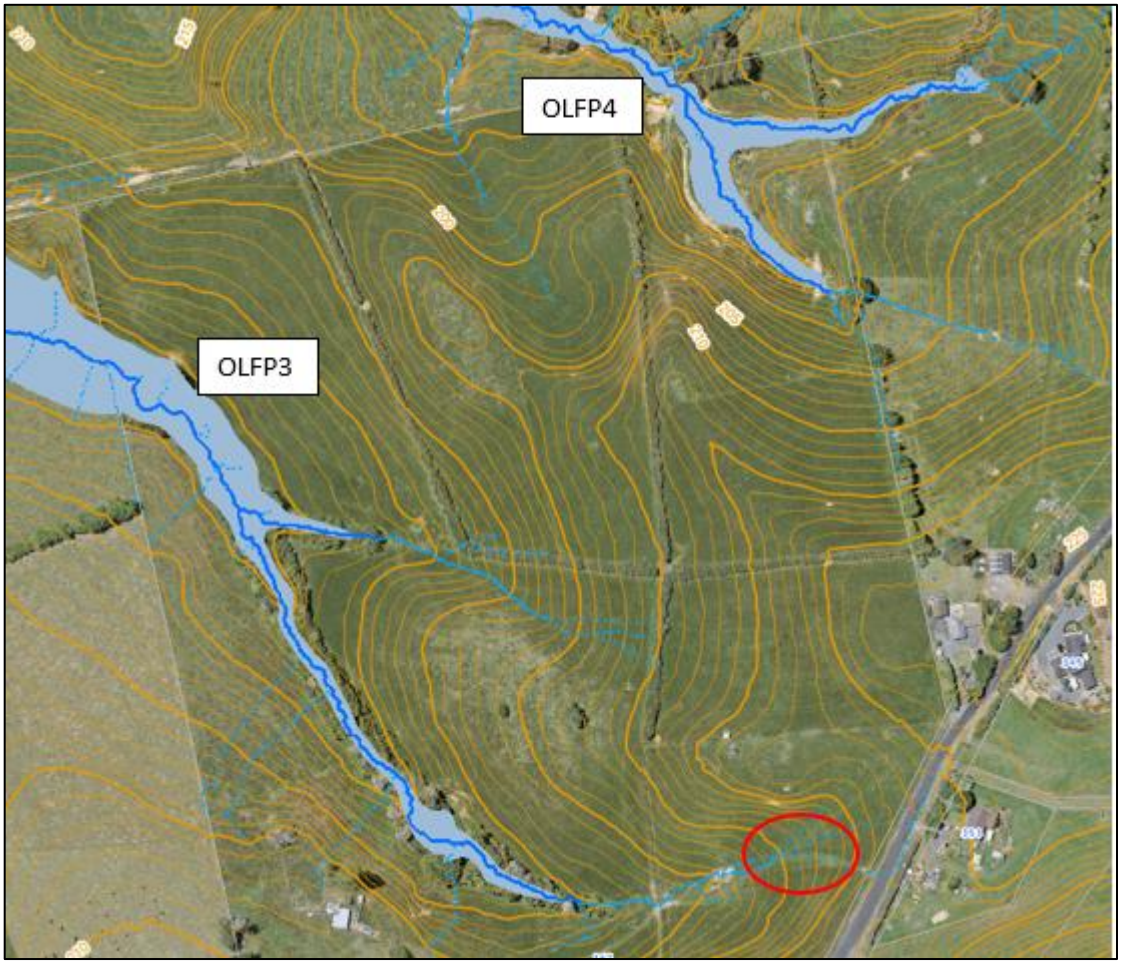


Figure 15: FTL

171. FTL advise that the haul road crossing of this OLFP will be designed with a culvert at the crossing point that will allow for estimated peak flows for the 1% AEP storm event with provision for climate change to be conveyed through it. Hence, there will be no obstruction of flows along the OLFP alignment and no changes to the location or capacity of the existing OLFP. There may be some localised changes in flow velocity and depth at the culvert inlet, as some heading up of flow is expected, but flow depth and velocities will revert to existing conditions downgradient of the culvert reasonably quickly based on the existing land gradient along the OLFP alignment (12%). There will be no changes to overland flow on other properties.

172. It is not necessary or practical to provide alternative OLFPs as the haul road runs across the entire OLFP catchment, while the extent of any associated earthworks will be minor, restricted to the width of the haul road (6m) plus 1-2m either side. Methods for long term maintenance of areas affected by flooding does not apply.

173. Overall, FTL advise that the proposed culvert crossing of OLFP3 will not result in any adverse environmental effects.

174. For the above reasons, any actual or potential adverse stormwater quality or flooding effects are considered to be minor.

Landscape and Visual Effects

175. The proposed fill activity will alter the landform, infilling the northern 9ha area with an average of 8m of fill with the maximum fill depth being 24m and infilling the southern 2ha area with an average of 3.5m of fill with the maximum fill depth being 10m.

176. LA4 Landscape Architects has been engaged by Scarbro Environmental Limited to assess the Landscape and Visual effects associated with the managed fill operations. A copy of this assessment is proposed in **Attachment 3.**

177. Given the volume of fill proposed to be imported, the activity will result in modification to the existing landform which will result in permanent landscape change and a new finished contour profile. The new contour profile has been designed to maintain the functional properties of the catchment and reflect the contoured landscape and will be returned to pasture at the end of the operations.

178. The LA4 report outlines and assesses the biophysical and visual changes that can be expected to occur in the landscape as a result of the managed fill operations. The report comments as follows:

> *Rural landscapes are a combination of the natural landform and human introduced elements. The type of rural activity and settlement patterns that overlay them are also factors that contribute to their character. In rural landscapes, natural patterns are evident and natural systems operate; however rural activities, such as pastoral farming, cropping, quarrying, forestry and horticultural activities prevail.*
>
> *The application site is suited for the proposed managed fill in that it contains a number of natural landscape elements that would assist in integrating and/or screening the activities from the surrounding environment. The site's containing central east-west ridgeline, localised landforms and on and off-site vegetation patterns mean that views towards the proposal would be screened from a number of public and private areas.*
>
> *Managed fill activities by their nature are large in scale and occur over long time frames. The design of the final landform and other mitigation measures included in the proposal endeavours to avoid, remedy and mitigate the potential adverse landscape character and visual amenity effects.*
>
> *The proposed managed fill would not be out of character with the surrounding rural environment and the potential landscape and rural character effects from the proposal on the character and amenity of the rural environment are considered to be acceptable. Any adverse effects on rural character and amenity would be temporary.*
>
> *While there would be short-term visual effects these would be entirely acceptable in the context of the site and surrounding working rural environment. In the long-term, once filling is completed, the potential adverse visual and landscape effects of the changed*

landscape would be low as the modified landform is reinstated in pasture and becomes integrated into the surrounding rural landscape.

179. It is the opinion of LA4 Landscape Architects that the activity would have low adverse landscape effects, particularly in relation to the rural character and quality of the site and the surrounds, given that:

    i. *It would not constitute a significant change to the existing landscape character or quality as the managed fill, on completion, would be consistent with the established rural production character, including land use patterning and landscape character.*

    ii. *Any potential adverse landscape effects would be localised due to the type and scale of change and existing landform and vegetation patterns.*

    iii. *The proposal would not adversely affect any key landscape features nor alter the distinctive patterns found within the surrounding landscape.*

    iv. *The site's moderate landscape values mean it has a low sensitivity to change associated with a proposal as such.*

180. It is the opinion of LA4 Landscape Architects that the visual effects of the proposed managed fill would initially be noticeable during filling operations. At completion, the final landform of the northern fill would have a more elevated topography than existing with the broad spur being filled to form the new hill slope and re-established in pasture. The site would be reinstated incrementally with pasture to ensure that the potential for visual effects is reduced. Where visible, this change would appear sympathetic with that of the surrounding Hunua landscape and is not considered adverse in terms of visual effects.

181. Specific viewpoints have been considered in the assessment to assess the potential effects on visual amenity to the following key areas:

    (i) Adjoining properties
    (ii) Surrounding road network
    (iii) Wider rural area

182. The findings are as follows:

    <u>Viewpoint 1: 332 Jones Road</u>

    Overall, I consider that the adverse visual effects from here would be moderate-high initially during filling operations, in the context of the surrounding landscape. On completion and following rehabilitation, the managed fill would integrate well into the surrounding rural context with low-moderate adverse visual effects. While there would be a change in the visual outlook, I note that within the Rural – Rural Production zone, similar visual amenity effects could be generated on the immediately surrounding properties by permitted activities including plantation forestry or shelterbelt planting along the boundaries.

Viewpoint 2: 353 Jones Road

The adverse visual effects resulting from this change for the adjoining rural-residential properties to the south-east would be moderate to high initially. Once completed, the form and appearance of the new landform created by the fill area would not appear incongruous or out of context within the surrounding wider landscape. The new landform and eventual grazed pasture would change the outlook from these properties, but the nature of the views would not be significantly dissimilar to what they currently enjoy in the wider landscape.

Viewpoint 3: 1852 Hunua Road | Viewpoint 4: Hunua Road

As illustrated in the visual simulations, the finished landform would integrate well into the surrounding Hunua landscape and the managed fill would extend an existing rolling rural landform as a component of the surrounding environment. Once revegetated, the new landform would be assimilated within this rural landscape and result in a low adverse visual effect.

Viewpoint 5: 63 Gillespie Road

On completion, the proposed managed fills would extend an existing rural landform as a component of the surrounding Hunua environment. Once revegetated, the new landforms would be assimilated within this rural landscape and result in a low adverse visual effect.

Wider Surrounding Area

While the managed fills would result in an increase in the height of the existing landforms over parts of the site, the final form, land cover and land use activities would not be dissimilar and on completion the site use would continue as an area of grazed pasture. Where visible, the filling activities would be viewed from the wider area in conjunction with surrounding rural production activities that are occurring. Overall, the adverse visual effects from the wider area would be low to very low.

Surrounding Roads

For road users on the surrounding road network and in particular for those who live locally in rural situations, the managed fill proposal is initially likely to result in visual effects of some significance, primarily for Jones Road users in the vicinity of the site. Although a large audience, the road users are unlikely to be particularly sensitive to the proposed managed fill, as they would have fleeting and largely peripheral views of parts of the site whilst moving through the landscape. Overall, the adverse visual effects from the surrounding road network would be low.

183. The overall conclusion of LA4 is that in the context of the established rural environment the proposal could be visually accommodated without adversely affecting the landscape character, aesthetic value and visual amenity of the site and surrounding Hunua environment.

184. For the above reasons, any actual or potential visual effects on the wider environment due to the proposed activity are therefore considered to be minor.

Effects on Groundwater

185. A water supply will be provided from a new bore on-site to water storage tanks (4x30m^3) for use for on-site dust suppression and wheel washing using a water blaster (when necessary).

186. The estimated daily and annual water use is as follows:

Use	Description	Source	Daily Usage (L)	Annual Usage (m^3)
Staff	3-4 permanent staff x 50L/person/d	Roofwater harvesting	150-200	41-55
Wheel washing	Manually operated water blaster – estimated 20L/min x 5min x 96 vehicles/d	New bore	9,600	2,640
Dust control	Water for dust control purposes using water truck or similar	New bore + SRP (if required)	Max 10,000 (water bore)	1,375
Total			150-200 (roofwater) 20,000 (water bore)	41-55 4,015

187. Section E7 of the AUP:OP Activity A15 provides for up to 20m^3/day to be taken from a groundwater bore, when averaged over any consecutive five day period and no more than 5,000m^3/year as a permitted activity. The proposed groundwater take volumes are within the permitted activity limits.

188. The groundwater take is not from a high use aquifer management area and is not from geothermal water or for dewatering or groundwater level control. There are no known other lawfully established groundwater takes within 100m of the proposed take and Council will be advised 15 working days before this activity begins. Hence, the proposed groundwater take will comply with all E7.6.1.4 requirements.

189. The new bore is not located in a wetland management area overlay nor in the historic heritage overlay. It will be constructed by suitably qualified and experienced drillers in accordance with the relevant New Zealand standards (NZS4411:2001) and best practice and hence will avoid contaminants entering the aquifer penetrated by the bore, avoid hydraulic connections between different aquifers and avoid the leakage of groundwater to waste. Drilling records will be provided to Council within one month of the bore being drilled.

190. The bore has been located close to the internal haul road and near the site office, so that it is relatively close to where exiting vehicles are likely to have their wheels cleaned, so as to reduce associated pumping head. A bore ID tag will be installed on the bore and recorded in the Fill Management Plan with the ID being the bore permit number. Bore maintenance primarily involves regular pump servicing in accordance with supplier recommendations and periodic pump flow calibration. Monitoring and reporting requirements are set out in the separate Fill Management Plan.

191. The consent duration requested for this activity is two years, as this consent relates to putting down the new bore, which will be done prior to any filling works taking place on site.

192. For the above reasons, any actual or potential adverse on groundwater resources are considered to be less than minor.

Ecological Values

193. The expressed project aim was to avoid wetlands, adverse effects on streams and to minimise ecological impacts

194. To do so, early in the site investigation process, a stream and wetland assessment was carried out by Boffa Miskell and is provided in **Attachment 2.**

195. The identification and classification of streams and wetlands is presented in the Boffa Miskell assessment. Two intermittent streams and one permanent stream were identified, and five natural Inland Wetlands. The streams have very low ecological values, and the wetlands very low (Wetland D), low (wetland B and C) or moderate values (Wetland A and E).

196. Works within the streams and wetlands will be avoided with the exception of the removal of an existing culvert that forms a farm crossing over Stream 1. The discharge points from the three sediment ponds to the existing watercourses will be provided with riprap for scour/erosion protection. These outlets are located outside the nearby watercourse OLFP/floodplains and hence will not extend down the banks of the associated watercourses or across stream beds, nor will they change or alter the stream cross-sectional flow area.

197. The existing culvert will be removed and a bridge spanning Stream 1 installed to avoid stream disturbance. These works are to be undertaken during a forecast period of fine weather (minimum 2-3 days) in summer season, ideally when no water is flowing in stream. The proposed methodology set out in the FTL report is as follows:

(a) Establish erosion and sediment controls, comprising super silt fence across stream channel downgradient of culvert. Provide for portable pump and sand bags to be available on-site for damming stream on upstream side, in event of unexpected rainfall or stream low flows;
(b) Remove any vegetation from culvert crossing;
(c) Remove road embankment (soil material) to stockpile. Place suitable materials in Fill facility and dispose of excess or unsuitable spoil off-site to appropriate facility. Contamination testing of fill material in embankment may be required based on visual observations (at discretion of SQEP).
(d) Remove existing 375mm dia culvert and any hardfill bedding material and associated inlet/outlet structures.
(e) Remove residual stream embankment down to existing stream bed level and undercut by 150mm.
(f) Trim stream banks to tie in with existing stream profile.
(g) Place 150mm clean topsoil on restored stream bed and stream batters and cover with biodegradable coir matting or similar, pinned in place.
(h) Grass stream bed and banks, using water tolerant grass (Outfield 'Rye' grass or similar approved). Supplier – Prebble Seeds, 09 273 4682
(i) Remove erosion/sediment controls and any temporary dams.

Notes:

- *Works extent is approximately 100m^2 with estimated embankment volume of 33m^3.*
- *Estimated works duration is two days, but three days allowed to provide some contingency.*
- *Stream bed disturbance during construction will be limited to the minimum practical area and not more than 5m either side of the old culvert, excluding the length of the culvert itself.*
- *All construction materials and ancillary materials will be removed from the stream bed following completion of construction.*

198. Removing the culvert in Stream 1 will improve the condition of the adjacent environments by increasing flow capacity and maintaining a natural bed material. This would improve fish passage and allow an artificially ponded area upstream to be restored to stream and wetland habitats.

199. The new southern stream crossing will involve a bridge, with no works proposed within the watercourse.

200. Earthworks will occur within 100m of Natural Inland Wetlands. The engineering design will ensure no changes to water levels or hydrological function of these wetlands will occur. A monitoring condition is appropriate to ensure this outcome.

201. It is proposed to remove livestock from the site for the duration of the filling. At the conclusion of the filling activity (or if practical during), Stream 2 and 3 and Wetlands A, B, C, D and E will be fenced to exclude stock and be planted in riparian and wetland vegetation Stream 3 is already fenced and contains indigenous vegetation but will be cleared of pest species where these exist.

202. Fencing of these streams and wetlands would result in substantial improvements in ecological functions.

203. Vegetation removal will be limited to removal of macrocarpa trees (approx. 19), hedgerows and specimen trees. The ecological report recommends that should the macrocarpas still be standing before consent is granted, an acoustic monitor check should be undertaken prior to felling to ensure that no long-tailed bats are present. The proposed vegetation removal would have low ecological effects provided that no At-Risk or Threatened species are present.

204. During the ecological site survey areas were inspected for native lizard habitat suitability. Remnant vegetation patches, particularly the riparian vegetation described, appeared moderately suitable for both arboreal and ground dwelling lizards. However, a lack of continuity between patches of native vegetation would isolate populations. Fencing of the streams and wetlands would assist with establishing linkages.

205. For the above reasons, any actual or potential adverse effects on ecological values are considered to be no more than minor.

Contamination

Preliminary Site Investigation

206. A Preliminary Site Investigation for contamination has been undertaken of the subject site focusing on the proposed filling areas (**Attachment 10).** The contamination investigation involved a desktop study, site walkover and reporting associated with potential land contamination issues.

207. Based on the information presented in the PSI report, it is unlikely that HAIL activities have occurred at the site where proposed works are to take place, and therefore it is highly unlikely that there may be a risk to human health if the areas of the site where HAIL activities have taken place are developed as part of the managed fill soil disturbance works.

Managed Fill Deposition

208. As a managed fill activity, the site will accept "cleanfill", based on background concentrations for heavy metals in volcanic soils in the Auckland region, as well as some common organic contaminants and "accidental" residual asbestos at low levels.

209. Acceptance criteria has been recommended by Fraser Thomas Ltd in the Fill Management Plan and developed through a combination of:

- Market demand,
- Site specific considerations (including naturally occurring background ranges of inorganic elements in soil),
- The definition and values set out for Managed Fill under the AUP.
- WasteMINZ Technical Guidelines for Disposal to Land.

210. The Fill Management Plan also details Waste Acceptance Procedures that are generally based on the WasteMINZ Land Disposal Guidelines for Class 5 Landfills (Cleanfills), amended to include pond sediment sampling due to allowing the acceptance of specified low-level organic compounds at the site. In summary the procedures include:

- A waste disposal application will be completed for each site from which fill material is to be collected, or where there is a change in the nature of the fill being disposed of from a particular site.
- The information will be reviewed by a Suitably Qualified and Experiences Person engaged by SEL to determine whether the waste material complies with SEL site's Waste Acceptance Criteria. All HAIL reports and signoff from the SEL SQEP will be retained by the consent holder
- On arrival at the Fill site the waste application form and waste acceptance agreement will be reviewed, random visual load checks undertaken, fill volume recorded to truck.
- Any fill material which fails any visual and olfactory checks will be rejected.
- Verification sampling should be undertaken from deposited waste across the active Fill Area based on number of truck loads.
- Sediment samples from the base of the sediment ponds shall be collected two yearly and tested for the parameters included in the Waste Acceptance Criteria.

- Detailed records shall be maintained by the Fill Operator to provide confirmation that the requirements of the FMP are being followed.
- Management and staff are trained in the waste acceptance policy and have the basic knowledge and experience to recognise acceptable and unacceptable fill materials.
- If any previously unidentified potential or actual contamination is discovered during works on site, the Accidental Discovery Protocols for Contamination should be followed.
- An annual compliance report shall be provided to Council for review covering the period 1 July to 30 June, by 30 July (to allow time for reporting), each year that the filling operation is being undertaken.
- Within three (3) months of completing or abandoning the filling operation, a Site Closure Report shall be provided to Council for review.

211. Subject to adherence to the FMP, potential adverse contamination effects on the environment due to the proposed activity are considered to be no more than minor.

Air Quality Effects

212. Dust control aims to prevent or reduce the movement of dust from disturbed soil surfaces that may create nuisance, health hazards, traffic safety problems and/or off-site damage and discharge to the environment. Dust control should follow the guidance provided in the Ministry for the Environment Good Practice Guide for Assessing and Managing Dust 2016.

213. Areas subject to dust generation and movement include open fill areas exposed to wind, stockpiles of materials, bulk materials handling or vehicle movements.

214. Dust will be controlled at the Fill site and avoid any offsite effects by a range of measures from the following toolbox:

- Minimising the extent of the exposed area at any one time.
- Limiting traffic to established haul roads and minimising travel distances by optimising site layout.
- Controlling vehicle speeds.
- Maintaining road surfaces.
- Minimising tracking of dirt on vehicle wheels onto paved surfaces.
- Minimising drop heights when loading and unloading vehicles.,
- Limiting stockpile heights.
- Providing shelter from the wind for stockpiles, where practical.
- Consolidating and sealing off loose surface material.
- Progressive mulching and grass establishment, as works are completed in different areas.
- Use of a water cart to dampen exposed areas, if necessary, using water sourced from the sediment ponds, or from a dedicated storage tank supplied by the existing on-site bore and/or rainwater harvesting, if insufficient water is available from the ponds.

215. Burning will be prohibited on site.

216. The managed fill material is not expected to create any litter, however any minor bits of litter such as plastic found on the site will be picked up and appropriately disposed of.

217. For the above reasons, potential adverse air quality effects due to the proposed activity are considered to be less than minor.

Heritage and Cultural Values

218. As previously noted, the Auckland Council's Cultural Heritage Inventory does not identify any cultural heritage features located within the site and there are also no historic heritage features shown for the site on the Auckland Unitary Planning Maps.

219. The Auckland Council's GIS identifies that the site is within the Statutory Acknowledgement Area of Ngati Tamaoho. Respecting the Statutory Acknowledgement, the applicant has engaged with Ngati Tamaoho which included an onsite hui to understand areas of significance, values and interests.

220. Ngati Tamaoho have advised they are not opposed to this application for managed fill provided the following are provided for.

    (i) *That all waterways and wetland areas on both sided of the existing access are fenced for stock exclusion [this can be a 3 wire hotwire if cattle are to be grazed] and riparian planted with appropriate native plants.*

    (ii) *That rock riprap is placed down the paddock for the road runoff to pass over prior to entering the waterway/wetland.*

    (iii) *That super silt fencing is provided to prevent any silt from entering any of the waterways onsite.*

    (iv) *If any flocculation is to be used that is to be organic.*

221. In terms of point (i) the applicant confirms a desire to fence and plant the freshwater features on the site being Stream 2 and 3 and Wetlands A, B, C, D and E.

222. In terms of point (ii) an alternative engineered solution has been proposed to achieve the outcome of stablising the land, avoiding sediment activation and improving water quality in this area.

223. In terms of point (iii) super silt fencing will be part of the erosion and sediment control toolbox for the site and adherence to GD05 will ensure water quality is maintained.

224. Organic flocculant will also be considered, subject to performance and cost considerations.

225. While the proposed filling area does not affect any known feature of historic or cultural importance, it is appropriate to apply an accidental discovery protocol to activities on site.

226. For the above reasons, potential adverse effects on heritage and cultural values are considered to be less than minor.

Noise and Vibration Effects

227. Noise effects are addressed in the report by the Styles Group (**Attachment 11**). The assessment identified the nearest dwellings to the fill site and considered the noise related effects on those dwellings.

Figure 16: Styles Group

228. The approximate distances from the national boundaries being:

- 332 Jones Road (25m)
- 353 Jones Road (40m)
- 345 Jones Road (70m)
- 380 Jones Road (80m)
- 363 Jones Road (100m)
- 1821 Hunua Road (250m)

229. The highest levels of noise from the operation of the filing activity will be experienced at the notional boundaries of the dwellings at 332 Jones Road and 353 Jones Road.

230. The assessment of noise effects concludes as follows:

> *It is our opinion that the noise emissions from the operation of the cleanfill will not cause unreasonable disturbance at the nearest notional boundaries.*
>
> *The construction work will comply with the permitted noise limits of 75 dB LAeq and 90 dB Lamax at all times during construction works. The operational of the cleanfill site will comply with the permitted daytime noise limit of 55 dB LAeq at the notional boundary of all neighbouring sites in the surrounding rural zones.*
>
> *There will be no noise from the site outside the hours of 7:00 am – 6:00 pm, Monday to Friday and 7:00 am – 1:00 pm on Saturdays, or at any time on Sundays and public holidays. Truck movements throughout the day will be intermittent, and earthmoving plant will only be used once the fill material has been delivered to site for the day.*

Management-based noise mitigation measures are proposed as part of the application and are offered as conditions of consent. This includes restrictions on the number of truck movements per hour, the total number of trucks on site each day, and where noisy plant can operate.

Permitted activities in the Rural – Rural Production Zone include intensive farming, forestry, farm and forestry quarries, and mineral prospecting or exploration. These activities typically involve the use of heavy machinery and truck movements on private land, similar to the proposed activity. We consider that the level, character, timing, frequency, and duration of the noise emissions from the site will be consistent with the permitted standards for the Rural – Rural Production Zone if our recommended conditions are imposed and complied with.

231. In addition to the standard condition requiring compliance with the application documents as lodged (including the noise assessment) and the noise limits set by the Auckland Unitary Plan, The Styles Group also recommend the following conditions of consent are also imposed:

    (i) *The cleanfill must not operate outside the hours of 7:00 am to 6:00 pm Monday to Friday, and 7:00 am to 1:00 pm on Saturday. There must be no site activity on Sundays and Public Holidays.*
    (ii) *The number of truck movements associated with the managed fill on Monday – Friday must not exceed 96 trucks per day (192 movements) and 20 trucks (40 movements) in one hour.*
    (iii) *The number of truck movements associated with the managed fill on Saturday must not exceed 50 trucks per day (100 movements) and 20 trucks (40 movements) in one hour.*
    (iv) *Tonal reverse alarms must not be used on any plant or machinery on site. Broadband reverse alarms may be fitted if reverse alarms are required.*
    (v) *An earth bund shall be constructed to provide acoustic screening to 332 Jones Road and 353 Jones Road to the east of the site. The bund shall be at least 160m long and 3m high.*
    (vi) *Bulldozers and vibratory compaction rollers must not be operated within 90m of the property boundary of 332 Jones Road or within 80m of the property boundary of 353 Jones Road during the operation of the cleanfill. These restrictions do not apply when the plant is being used for construction works.*

232. Accordingly, it is concluded that the noise levels of the proposed activity at surrounding dwellings will not exceed the permitted baseline. Therefore, any actual and potential noise effects due to the activity to be less than minor.

233. Any effects of vibration will be temporary and limited to the duration of filling. The effects of vibration will be limited by following relevant measures from DIN 4150-3:1999 “Structural Vibration – Part 3 Effects of Vibration on Structures”. Any actual and potential vibration effects due to the activity to be less than minor.

Effects on Road Pavement, Traffic Efficiency and Safety

234. Commute Transportation Consultants provided an assessment of the traffic related effects in their report provided in **Attachment 8.**

Pavement Impacts

235. Advice was received by Commute from Auckland Transport on vehicle movement thresholds that determine the need for pavement impact assessments. A Pavement Impact Assessment is only when the new generated heavy vehicle volume exceeds more than 10% of the current level of traffic. In this case with daily volumes of 1921vpd this translates to 192 trips per day. In this regard the average generation is 27 trucks per day or 54 truck movements per day (in and out) or well below this threshold.

This threshold has therefore determined the number of vehicle movements proposed for the managed fill activity and has been the basis for the traffic impact assessment.

Site Access

236. The site access arrangement from Hunua Road will accommodate a passing opportunity when a vehicle is waiting to turn right into the site, as well as a sealed taper space for vehicles turning left into the site.

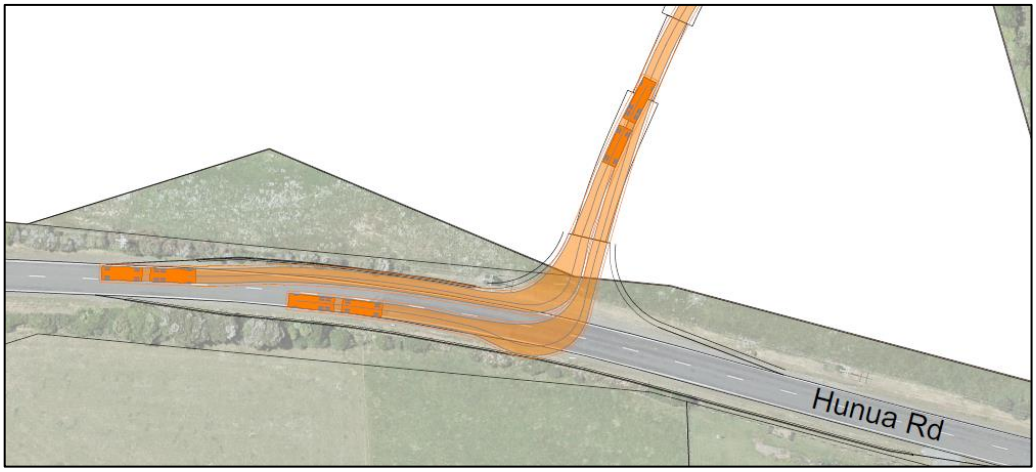


Figure 17: Commute

237. Vegetation removal within the road reserve is recommended to achieve Austroads sight distance requirements.

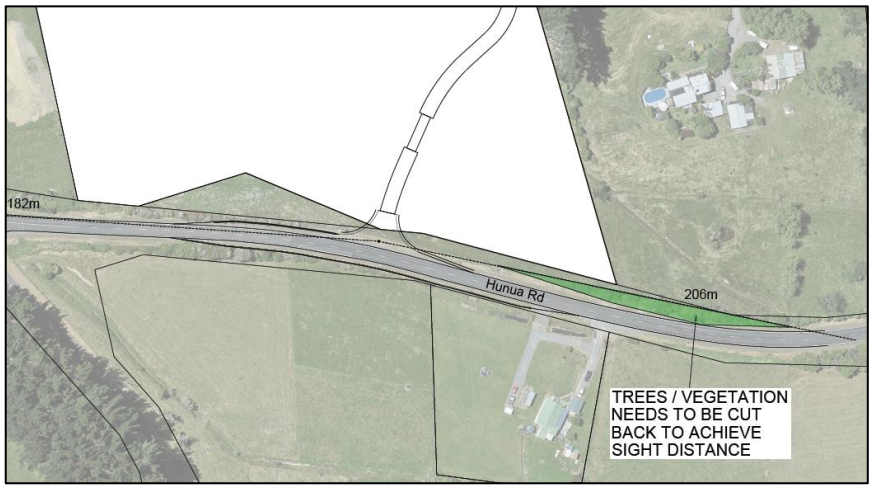


Figure 18: Commute

238. The proposed vehicle access is 12.73m wide at the property boundary and designed to simultaneously accommodate an entering and exiting truck and trailer to ensure no queuing occurs on Hunua Road. The determination of Commute is that that the wider crossing is both acceptable and appropriate in this situation.

239. A tube count was placed on Hunua Road, adjacent to the existing farm gate access to the site, to collect traffic volume and speed data between Monday 18 March and Sunday 24 March, 2024. The 85th percentile speed for eastbound vehicles was found to be 88km/hr, while the 85th percentile speed for westbound vehicles was found to be 96km/hr. Given the corridor is signposted at 80km/hr, the speeds recorded are higher than expected and it is recommended by Commute that Auckland Transport together with NZ Police undertake actions to manage vehicle speeds on this corridor.

240. Commute undertook an assessment of the surrounding area's road safety record from 2019-2024 using the NZTA's CAS database over a search are of 6.5km of rural road. A total of 32 crashes were reported with the primary trend being loss of control crashes. None of the crashes occured within 100m of the poposed site site access.

241. The findings of Commute are that while there have been a number of loss of control crashes on Hunua Road, these crashes are scattered along the corridor and are not entirely unexpected on high speed rural roads. These crashes are unrelated to the subject site, and therefore the proposed activity is not expected to have any adverse effects on the road safety in the surrounding area. Furthermore, the speed reduction on Hunua Road, which occurred on 30 June 2022, is also expected to help reduce the number of loss of control crashes on this corridor. As above, Commute also recommend that Auckland Transport together with NZ Police undertake actions to manage vehicle speeds on this corridor.

Road Network

242. Commute undertook a road network assessment included a review of Hunua Road from Dominion Road in the west to the site access in the east.

243. For the purpose of this assessment the study area has been broken into three segments being:
    - Dominion Road to Winstone Aggregates Quarry access
    - Winstone Aggregates Quarry access to Ardmore Quarry Road
    - Admore Quarry Road to the site access

<u>Dominion Road to Winstone Aggregates Quarry Access</u>

244. Dominion Road to Winstone Aggregates Quarry access is classified as Level 1B on the Auckland Transport Freight Network.

245. The posted speed limit through this section of the corridor is 60km/hr. A speed reduction was implemented on Hunua Road on 30 June 2022 which reduced the speed from Dominion Road to 1712 Hunua Road to 60km/hr (from 100km/hr).

246. A total of 11 crashes occurred within the search criteria. Commute are of the opinion that loss of control crashes are not unexpected on a rural road and that the speed reduction implemented in 2022 is expected to help reduce the number of loss of control crashes on this corridor. The

truck and serious injury crashes are considered random events, with driver behaviours commonly reported as sudden breaking, speeding and unlicensed driver.

247. Only minimal vehicle tracking has been undertaken by Commute in this area given that hundreds of large heavy vehicles use this section of road every day, with many of these vehicles being truck and trailers to the Hunua quarry. Observations show that truck and trailers regularly meet through this section of the corridor, with the existing operation considered to be safe and appropriate.

248. Assessing this section, Commute are of the opinion that there are no inherent safety concerns based on past crashes, the corridor is part of the freight network, and that hundreds of trucks travel on this section of road, no upgrades are considered necessary between Dominion Road and Winstone Aggregates Quarry access.

Winstone Aggregates Quarry Access to Ardmore Quarry Road

249. Winstone Aggregates Quarry access to Ardmore Quarry Road is classified as Level 1B on the Auckland Transport Freight Network.

250. The posted speed limit through this section of the corridor is 60km/hr. A speed reduction was implemented on Hunua Road on 30 June 2022 which reduced the speed from Dominion Road to 1712 Hunua Road to 60km/hr (from 100km/hr).

251. A total of 11 crashes occurred within the search criteria. No serious crashes, crashes involving trucks, or crashes relating to vehicles passing each other head on, occurred in this part of the corridor within the search timeframe.

252. Vehicle tracking undertaken by Commute shows that to fully accommodate two 19m truck and trailers (as used by the applicant), widening is required in three general locations between Winstone Aggregates Quarry access and Ardmore Quarry Road.

253. On-site observations have shown that the trucks currently using this section of road tend to travel slowly through this section of road and potentially wait for other trucks to pass safely.

254. Commute highlight that the Auckland Freight Plan states one of the main functions of the strategic freight network is to *provide roads and routes capable of accommodating the largest vehicles within normal legal limits.* As such Auckland Transports Freight Network in this location does not yet meet its own requirements.

255. Assessing this section, Commute are of the opinion that there are no inherent safety concerns based on past crashes and the corridor is part of the freight network. Despite being part of the freight network, and therefore being required able to accommodate large trucks per the Auckland Freight Plan, there are three segments within this section which would benefit from mitigation. These are discussed further below.

Ardmore Quarry Road to the Site Access

256. The posted speed limit through this section of the corridor is 80km/hr. A speed reduction was implemented on Hunua Road on 30 June 2022 which reduced the speed from 1712 Hunua Road to White Road to 80km/hr (from 100km/hr).

257. A total of 13 crashes occurred within the search criteria. One crash involved a truck and or resulted in serious injuries (no fatalities have occurred). This crash was a serious injury crash involving a truck occurred when a truck lost control on a bend. The truck driver was taken to hospital prior to being questioned. Alcohol/drugs are suspected in this crash. It is noted that this crash occurred prior to the speed being reduced on this corridor.

258. Vehicle tracking undertaken by Commute shows this section of Hunua Road can operate acceptably.

259. Assessing this section, Commute are of the opinion that there are no inherent safety concerns based on past crashes, the corridor is not part of the freight network, that some 30% of the existing vehicle traffic is HCVs, and that vehicle tracking can operate acceptably, no upgrades are considered necessary between Ardmore Quarry Road and the site access

Mitigations

260. As identified above, the assessment by Commute (Hunua Road between Dominion Road and the site access) concludes that some mitigation is considered beneficial to the area of the Auckland Freight Strategic Network between Winstone Aggregate Quarry access and Ardmore Quarry Road.

261. A total of three segments (A, B and C) have been identified on the section of road where conflict might arise. Mitigation is recommended to address the existing sightline issues the Commute reporting has identified to Auckland Transport.

262. This could include signs where truck movements are operating in opposing direction and also improving visibility in the areas where tracking is constrained.

263. Commute are of the opinion that while this proposal will be increasing the two-way traffic, the recommended mitigation measures would resolve the current risk existing in the road network and any risk from traffic associated with this activity.

264. Commute recommend those mitigations should be undertaken now and not rely on a decision on this proposal to facilitate those works.

265. The area of sightline improvements including vegetation trimming are detailed in the Commute assessment. These areas are fully contained within the legal road reserve (not in private land or hydro parcel) under the control and responsibility of Auckland Transport.

266. Section B and C are entirely within road reserve based on Auckland GIS and cadastral data.

267. Section A has been re-surveyed by Fraser Thomas Ltd to confirm parcel boundaries and is shown in Figure 19 below.

- Black line is road reserve parcel boundary.
- Red line is sight line.
- Purple line is the extent of Significant Ecological Area (SEA).
- Green line is the surveyed stream boundary (hydro parcel).

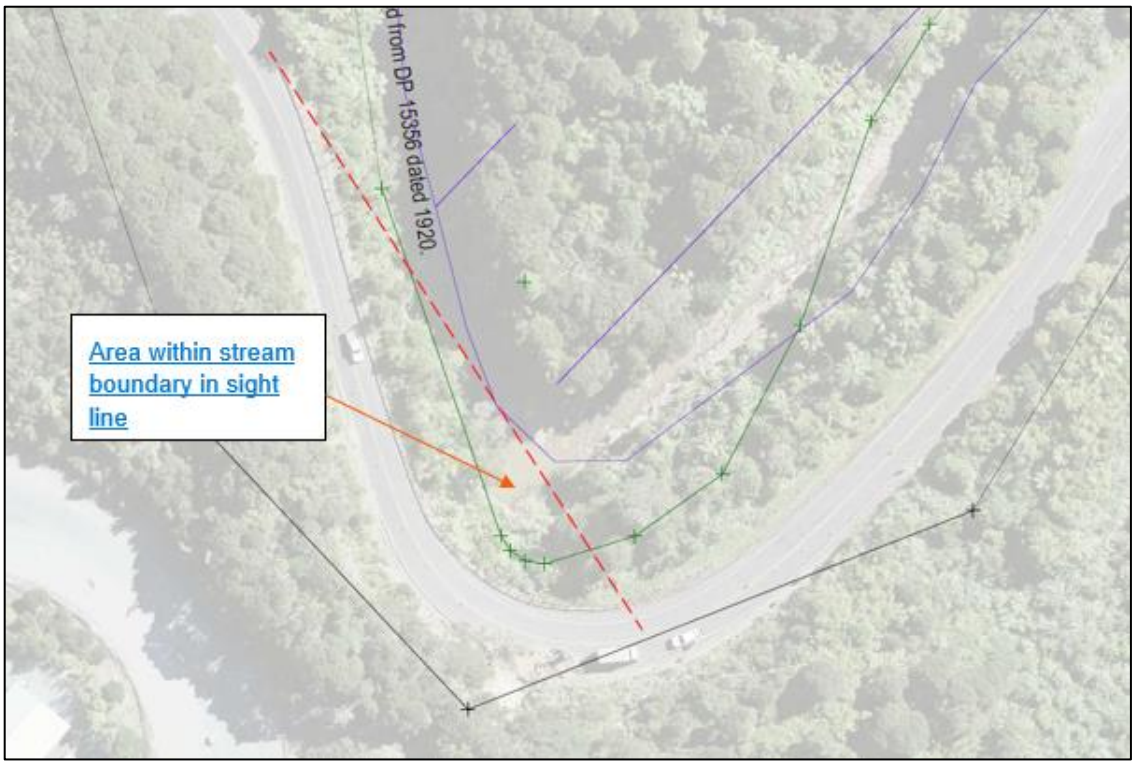


Figure 19: Commute

268. Commute identify that a section of sight line is inside the stream boundary (and thus outside road reserve / Auckland Transport control). However, this location drops away steeply to a point that there is no vegetation that practically restricts the sight line.

269. Auckland Transport have provided no specific commentary on whether the advice on mitigations might be actioned. However, the primary recommendation of Commute is that this should be undertaken irrespective of a decision on this proposal as they would resolve the current risk existing in the road network and any risk from traffic associated with this activity.

270. If the recommended beneficial mitigations are actioned by Auckland Transport matters such as a Corridor Access Request and any resource consent thresholds for vegetation trimming are the responsibility of Auckland Transport as the agency responsible for this land.

Operational Mitigations

271. The trucks to / from subject fill site can be controlled (unlike other trucks in the area). In this regard:

- All trucks to / from the site will be controlled by Scarbro (site operator)
- All Scarbro trucks to / from the site will be GPS monitored
- All trucks are in constant communications
- Trucks exiting the site can therefore be advised of the nearest truck (via communication and potentially TV screen) and then alter their leaving time accordingly.

272. Given the number of trucks (4-6 per hour on average), this management should ensure there is minimal chance of two site trucks meeting in the narrow section.

Traffic Effects Determination

273. The Commute assessment is summarised as follows:

- *The development is not expected to exacerbate the safety record within the area;*
- *The level of traffic generated by the operation is considered to have a minimal effect on the surrounding road network;*
- *The access can satisfy relevant sight distance requirements if the vegetation within the road reserve is cut back;*
- *Design of the accessway can be achieved in accordance with relevant Austroads and RTS 6 standards as detailed in Section 5, with the inclusion basic right and left turn treatments for northbound and southbound vehicles, respectively;*
- *While the access width is greater than the Unitary Plan maximum, it is considered appropriate given the use (large trucks) and lack of pedestrians; and*
- *The Auckland Strategic Freight Network is designed to accommodate trucks and to have sufficient capacity to accommodate the additional truck movements.*
- *From an assessment of vehicle tracking there are three areas where current road width is constrained. In this regard:*
  - *All areas are on the Auckland Strategic Freight Network;*
  - *These areas already experience high levels of Heavy Commercial Vehicles; and*
  - *There are mitigation measures available (signage and vegetation trimming) and these are considered to be already required (regardless of the proposal).*

274. Commute concluded that there are no traffic engineering or transportation planning reasons that would preclude the development of the subject site as proposed

275. For the above reasons, potential adverse transportation effects due to the managed fill activity will be minor.

Life Supporting Capacity of Soil

276. The staged filling activity will ensure that the final landform will be conducive to primary production, this is likely pastoral grazing consistent with historical use but could also be production or carbon forestry.

277. There are no adverse effects on Highly Productive Land. With an underlining soil class of LUC 4, the productive capability of this land is not changed.

Rural Character and Amenity Values

278. The purpose of the Rural Production Zone is to provide for the use and development of land for rural production activities and rural industries and services while maintaining rural character and amenity values, in an environment with varied physical, climatic and production characteristics from rolling to steep hill country and flat to rolling lowlands.

279. Inherent, in that purpose is an understanding that elements of noise, heavy vehicle movements and landscape change (including through land disturbance and production activities) are all components that make up the character and amenity of that environment. This is illustrated in the existing wider environment where a diversity of rural activities occurs.

280. The proposed managed fill is not considered to be out of character with the surrounding rural environment and on completion the landform will assimilate into the convoluted landscape. As confirmed in the Landscape and Visual Assessment, similar visual amenity effects could be generated on the immediately surrounding properties by permitted activities including plantation forestry or shelterbelt planting along the boundaries. The deposition profile has been specifically designed to maintain a grassed form to support pastoral rural production or production/carbon forestry.

281. A number of factors have been considered to ensure the amenity of adjoining landowners, users of Jones Road and those that occupy or interact with the wider environment are not compromised. This has included:

- Access location:
  - Significant physical separation from any adjoining entranceways or neighbouring dwellings to avoid conflict.

- Internal Access:
  - Significant physical separation from any adjoining dwellings or sensitive activities.

- Operational controls:
  - A limitation on truck movements per day ensures the traffic relating effects are minimised.
  - Hours of operation limited to Monday to Saturday business hours with no activity on Sunday or public holidays.
  - Site machinery limited to a digger, bulldozer, sheepsfoot roller and water cart when needed.
  - Dust and deposition controls to ensure no adverse dust effects off-site.
  - A tailored noise management response to closest dwellings.
  - An open communication line with the site operator to address any concerns.
  - A consent duration of 10 years is sought.

282. The deposition profile, location and height ensure shadowing effects are less than those that could reasonably be anticipated by shelterbelt or forestry activity. FTL has prepared lighting shadow effects graphics to demonstrate the effects of the changed fill landform for the northern Fill on “shadow time” compared with the permitted activity scenario for this zoning of 12m high (approx.) trees 5m offset from the boundary.

283. The actual and potential adverse effects on the environment from the proposal can be avoided, remedied or satisfactorily mitigated to an acceptable level in relation to the amenity of the owners/occupiers of the neighbouring properties.

284. For the above reasons, any actual or potential adverse effects from the proposed managed fill on the character and amenity of the wider rural environment are considered to be less than minor.

Affected Persons and Consultation

285. The applicant visited the owners/occupiers of 332, 345, 353 and 363 Jones Road to gain an understanding of their views on a filling activity at the site.

353 Jones Road

Figure 20: Google Maps Dec23

286. The owners/occupiers of 353 Jones Road on the eastern side of Jones Road opposite the site were not present when the property was visited.

287. The outlook from the dwelling at 353 Jones Road is generally away from the site towards the eastern views with a vegetated frontage and cloth covered fence to Jones Road. Jones Road providing additional physical separation from the site.

288. A tailored design and site management response has been adopted that has particularly focused on ensuring noise at the notional boundary of the dwelling at 353 Jones Road is within permitted limits and shadowing effects are less than that possible through permitted shelterbelt or forestry planting of the site.

289. Actual or potential adverse effects on the owners/occupier of 353 Jones Road from the proposed managed fill relate to effects of noise and on rural character and amenity and are considered to be less than minor.

332 Jones Road

Figure 21: Google Maps Dec23

290. The owners/occupier of 332 Jones Road (J.A, M.P, M.R Beehre, K.J Ferguson and S.L Hopkins) on the western side of Jones Road adjacent and sharing a boundary with the site, expressed opposition to filling activity but did not identify a particular environmental effect of concern to the them.

291. A tailored design and site management response to the boundary interface with this neighbour has been adopted that has particularly focused on ensuring noise is within permitted limits and shadowing effects are less than that possible through permitted shelterbelt or forestry planting of the site. It is also noted that while the visual outlook from this property would change, visual change is enabled by permitted activities.

292. Actual or potential adverse effects on the owners/occupier of 332 Jones Road from the proposed managed fill relate to effects of noise and on rural character and amenity (including visual amenity) and are considered to be less than minor.

345 Jones Road

Figure 22: Google Maps Dec23

293. The owners/occupiers of 345 Jones Road on the eastern side of Jones Road opposite the site expressed no definitive opinion on the proposal to the applicant.

294. The outlook from the dwelling at 345 Jones Road is generally away from the site towards the eastern views with a hedged frontage to Jones Road. Jones Road providing additional physical separation from the site.

295. A tailored design and site management response has been adopted that has particularly focused on ensuring noise at the notional boundary of the dwelling at 345 Jones Road is within permitted limits and shadowing effects are less than that possible through permitted shelterbelt or forestry planting of the site.

296. Actual or potential adverse effects on the owners/occupier of 345 Jones Road from the proposed managed fill relate to effects of noise and on rural character and amenity and are considered to be less than minor.

363 (A & B) Jones Road

Figure 23: Google Maps Dec23

297. The owners/occupiers of 363 (A&B) Jones Road on the eastern side of Jones Road opposite the site, expressed no concerns to the applicant with filling activity occurring.

298. The outlook from the new dwelling at 363 Jones Road is generally away from the site towards the eastern views with an earth bund/cutting on the Jones Road frontage. Jones Road providing additional physical separation from the site.

299. Actual or potential adverse effects on the owners/occupier of 363 Jones Road from the proposed managed fill relate to effects on rural character and amenity and are considered to be less than minor.

Other sites

300. The applicant did not visit or consult with any other adjoining landowners noting that 380 Jones Road and 1821 Hunua Road are significantly physically and visually separated from the activity and compliance with the AUP(OP) permitted noise standards at the applicable notional boundaries is achieved.

301. 1852 Hunua Road is across the road from the site separated from the area of deposition and new vehicle entranceway such that no conflict is anticipated.

NOTIFICATION EVALUATION

Sections 95A-95G

302. Relevant notification procedures for this resource consent application are specified in Sections 95A-G of the Act. A four-step process is to be followed to firstly determine public notification and then limited notification.

303. An assessment of these steps to determine notification is provided below:

Resource Management Act	Assessment
95A Public Notification of consent applications	
Step 1: Mandatory public notification in certain circumstances	
The applicant has requested that the application be publicly notified.	The applicant does not request public notification.
Public notification is required under section 95C Public Notification of consent application after request for further information or report.	Not applicable at this time.
The application is made jointly with an application to exchange recreation reserve land under section 15AA of the Reserves Act 1977.	The application does not include the exchange of recreation reserve land.
Step 2: If not required by Step 1, Public Notification Precluded in Certain Circumstances	
The application is for a resource consent for 1 or more activities, and each activity is subject to a rule or national environmental standard that precludes public notification.	The activity is not subject to a rule that precludes public notification.
The application is for a resource consent for 1 or more of the following, but no other, activities: (i) *a controlled activity:* (ii) *[repealed]* (iii) *a restricted discretionary, discretionary, or non-complying activity, but only if the activity is a boundary activity:* (iv) *[repealed]*	The status of the activity is a **Discretionary Activity,** is not a boundary activity, and is not precluded from public notification.
Step 3: if not precluded by step 2, public notification required in certain circumstances	
The application is for a resource consent for 1 or more activities, and any of those activities is subject to a rule or national environmental standard that requires public notification.	Not applicable.
The 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.	As determined through the assessment of environmental effects – informed by specialists assessments, it is considered that the proposal will not have or is not likely to have, adverse effects on the environment that are more than minor.
Step 4: Public Notification in Special Circumstances	
Determine whether special circumstances exist in relation to the application that warrant the application being publicly notified.	No special circumstances exist in relation to the application to warrant public notification.
It is concluded that Public Notification is not required.	
Next step is to determine whether limited notification is required.	
95B Limited Notification of Consent Applications	
Step 1: Certain affected groups and affected persons must be notified	
Determine whether there are any— *(a) affected protected customary rights groups; or* *(b) affected customary marine title groups (in the case of an application for a resource consent for an accommodated activity).*	There are no known affected protected customary rights groups or customary marine title groups relevant to this application or site.

Determine— *(a) whether 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* *(b) whether the person to whom the statutory acknowledgement is made is an affected person under section 95E.*	Auckland Council's GIS identifies that the site is within the Statutory Acknowledgement Area of Ngati Tamaoho. Ngati Tamaoho is not opposed to the application provided the agreed recommendations are adopted. The applicant confirms this to be achieved.
Step 2: if not required by step 1, limited notification precluded in certain circumstances	
The application is for a resource consent for 1 or more activities, and each activity is subject to a rule or national environmental standard that precludes limited notification:	The activity is not subject to a rule that precludes limited notification.
The application is for a controlled activity (but no other activities) that requires consent under a district plan (other than a subdivision of land).	Not applicable given that the activity status is for a **Discretionary Activity**.
Step 3: if not precluded by step 2, certain other affected persons must be notified.	
In the case of a boundary activity, an owner of an allotment with an infringed boundary; and	Not applicable.
In the case of any other activity, determine whether a person is an affected person in accordance with section 95E. *A person is an affected person if the consent authority decides that the activity's adverse effects on the person are minor or more than minor (but are not less than minor).* *Under the Unitary Plan, consideration is to be given to those persons listed in Rule C1.13(4) in specific circumstances.*	Actual or potential adverse effects on the owners/occupier of properties on Jones Road from the proposed managed fill relate to effects of noise and effects on rural character and amenity and are considered to be less than minor. It is considered that none of those listed persons in C1.13(4) would be affected by the proposal as the specific circumstances do not relate to this application.
Step 4: Further notification in special circumstances	
Determine whether special circumstances exist in relation to the application that warrant notification of the application to any other persons not already determined to be eligible for limited notification under this section (excluding persons assessed under section 95E as not being affected persons),	No special circumstances exist in relation to the application to warrant public notification.
It is concluded that the application can proceed on a Non-Notified Basis.	

RELEVANT STATUTORY DOCUMENTS

Section 104(b)

304. When considering an application for resource consent, Council, pursuant to section 104 and subject to Part 2 of the Act, must have regard (pursuant to s104(1)(b) to any relevant provisions

of a national policy statement, national environmental standard, New Zealand coastal policy statement, regional policy statement, plan or proposed plan.

National Environmental Standards – S104(1)(b)(i)

National Environmental Standards for Air Quality

305. The NES for Air Quality is not considered applicable to the proposal as the bulk of the material deposited at the site will comprise relatively damp soils and potential for dust can be adequately mitigated by the watering of exposed fill material. Accordingly, the potential adverse dust emission effects on the neighbouring environment are considered to be negligible.

National Environmental Standard for Sources of Human Drinking Water

306. The nature of the proposed discharge is unlikely to result in community drinking water becoming unsafe for human consumption following existing treatment. Furthermore, the site is not within a catchment which has a registered drinking water supply.

National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health

307. As the site does not contain any contaminants and material to be deposited on the site will not be sourced from contaminated areas, no resource consents are required under the NES – Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011.

National Environmental Standards for Freshwater

308. The relevant consideration for landfills and cleanfills area is clause 45B of the NESFM.

309. Pursuant to cl45B(1): No vegetation clearance or earthworks is proposed within, or within a 10m setback from of Natural Inland Wetlands.

310. Pursuant to cl45B(2): No earthworks or land disturbance is proposed within, or within a 10m setback from of Natural Inland Wetlands is proposed. This will not result in the complete or partial drainage of all or part of a Natural Inland Wetlands

311. Pursuant to cl45B(3): Earthworks outside a 10m, but within a 100m setback from a of Natural Inland Wetlands. This will not result in the complete or partial drainage of all or part of a Natural Inland Wetlands and cl52 is not applicable to the proposal.

312. Pursuant to cl45B(4): The diversion of water is proposed within a 100m setback from a Natural Inland Wetlands is proposed but engineering analysis has confirmed this is not likely to change, the water level range or hydrological function of the wetlands.

313. Pursuant to cl45B(5): The discharge of water within a 100m setback from a Natural Inland Wetlands is proposed but engineering analysis has confirmed this is not likely to change, the water level range or hydrological function of the wetlands.

National Policy Statements– S104(1)(b)(iii)

National Policy Statement for Highly Productive Land

314. The site has a Land Use Capability of LUC 4 with severe limitations.

315. The singular objective of the NPS-HPL 2022 is that Highly Productive Land is protected for use in land-based primary production, both now and for future generations.

316. Pursuant to 1.3 Interpretation, highly productive land means *land that has been mapped in accordance with clause 3.4 and is included in an operative regional policy statement as required by clause 3.5 (but see clause 3.5(7) for what is treated as highly productive land before the maps are included in an operative regional policy statement and clause 3.5(6) for when land is rezoned and therefore ceases to be highly productive land).*

317. The NPS-HPL 2022 is not applicable to the proposal.

National Policy Statement for Freshwater Management

318. The NPS-FM 2020 is relevant to the proposal and has one objective which states:

> *The objective of this National Policy Statement is to ensure that natural and physical resources are managed in a way that prioritises:*
>
> *(a) first, the health and well-being of water bodies and freshwater ecosystems*
> *(b) second, the health needs of people (such as drinking water)*
> *(c) third, the ability of people and communities to provide for their social, economic, and cultural well-being, now and in the future.*

319. The objective is an elevation and strengthening in freshwater management of the fundamental concept and hierarchy of obligations in Te Mana o te Wai. Te Mana o te Wai moved from a concept under the previous national policy statement (NPS-FM 2017) to be "considered and recognised", to a concept to be "given effect to" when managing freshwater (NPS-FM 2020).

320. The NPS-FM 2020 describes the concept of Te Mana o te Wai at [1.3] as:

> *Te Mana o te Wai is a concept that refers to the fundamental importance of water and recognises that protecting the health of freshwater protects the health and well-being of the wider environment. It protects the mauri of the wai. Te Mana o te Wai is about restoring and preserving the balance between the water, the wider environment, and the community.*

321. The policies of the NPS-FM 2020 are process policies that will be given effect to as the NPS-FM 2020 is implemented. Notwithstanding this, the objective is relevant to this proposal and progress must be made towards it, as are National Resource Management (National Environmental Standards for Freshwater) Regulations 2020 that are part of the toolbox to achieve the objective and considered above.

322. The application and supporting information have demonstrated that the activity does not conflict with the policies included within the NPS on Freshwater Management and is consistent with the fundamental concept of Te Mana o te Wai.

National Policy Statement for Urban Development

323. The NPS-UD 2020 sets out the objectives and policies for planning for well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.

324. Implementation of the NPS-UD requires councils to provide development capacity, be responsive with planning, make evidence-based decisions and provide a future development strategy. The NPS-UD seeks to direct urban growth to appropriate areas with a focus on intensification rather than urban rezoning. The NPS-HPL compliments the NPS-UD in seeking to avoid urban rezoning on highly productive land unless particular conditions are met.

325. Fill is a consequence of housing (and other) development where roads are required and cut to fill balances cannot be achieved on site, particularly as flat building platforms are sought after by the market. The managed fill is well located to serve the needs of deposition from development through intensification of existing urban areas and from future urban zones.

326. In the above context, the proposed managed fill activity is a consequence of urban growth and development and is considered to be consistent with the objectives and policies of the NPS-UD and the urban development outcomes sought through this national policy statement.

Auckland Unitary Plan (Operative in Part): Regional Policy Statement – S104(1)(b)(v)

327. An assessment of the AUP(OP) Regional Policy Statement is provided in **Attachment 12.**

328. Chapter B of the AUP(OP) sets out the strategic framework for the identified issues of significance, and resultant priorities and outcomes sought.

329. Under Chapter B of the AUP(OP), matters related to environmental protection, such as natural resources, the rural environment and environmental risk have specific objectives and policies to achieve sustainable and integrated management of major natural and physical resources in the region.

330. The key aspect of the proposal in the context of the Chapter B of the AUP(OP), in terms of Auckland's overall strategic direction, is to ensure that provision is made to accommodate the region's growth.

331. The relevant strategic provisions generally point towards a quality compact urban form that enables greater productivity and economic growth, better maintenance of rural character and rural productivity and reduced adverse environmental effects, while recognising the interests, values and customary rights of Mana Whenua in the sustainable management of natural and physical resources. In the above context, the proposed managed fill activity is a consequence of urban growth and development and is considered to be consistent with the Objectives and Policies of the B2 Urban Growth of Chapter B of the AUP(OP).

332. The proposal is considered to be compatible with the amenity values of the surrounding rural environment, while appropriately avoiding, remedying, or mitigating other adverse effects on rural character, amenity, and landscape values. Accordingly, the proposal is considered to be consistent with the relevant B9 Rural Environment Objectives B9.2.1(1), B9.2.1(3) and Policy B9.2.2(1) of Chapter B of the AUP(OP).

333. The Auckland Council's GIS identifies that the site is within the Statutory Acknowledgement Area of Ngati Tamaoho. Respecting the Statutory Acknowledgement, the applicant has engaged with Ngati Tamaoho which included an onsite hui to understand areas of significance, values and interests. The applicant has confirmed that it is agreeable to the conditions and recommendations stated in feedback from Ngati Tamaoho. It is therefore considered that the proposal is consistent with the relevant objectives and policies of B6 Mana Whenua being, Objectives B6.2.1(1), B6.2.1(2), B7.4.1(6) and Policy B6.2.2(1).

334. Water and air quality will be maintained to acceptable levels and flooding risk will not be exacerbated from the subject site into the receiving environment during the activity and at post activity stage. The proposal is therefore considered to be consistent with Objectives B7.3.2(3), B7.3.2(5), B7.3.2(6), B7.4.1(2), B7.4.1(4), B7.4.1(5), B7.5.1(1), B7.5.1(3), B10.2.1(3), B10.2.1(6), and Policies B7.4.2(1)(c), B7.4.2(1)(d), B7.4.2(7), B7.4.2(8), B7.4.2(9), B7.5.2(1), B7.5.2(2) and B10.2.2(3), B10.2.2(7) and B10.2.2(11).

335. The proposal will not compromise the safety and efficiency of the surrounding road network and is considered to be consistent with Objective B3.3.1 and Policies B3.3.2(1), B3.3.2(2), B3.3.2(4) and B3.3.2(7) of the AUP(OP) Regional Policy Statement.

336. The relevant provisions of the Regional Policy Statement (Chapter B) of the AUP(OP) have been considered and for the reasons stated above, it is concluded that, overall, the proposal is consistent with the AUP(OP) Regional Policy Statement.

Auckland Unitary Plan (Operative in Part): Plan or Proposed Plan – S104(1)(b)(vi)

337. An assessment of the AUP(OP) District and Regional Planning provisions is provided in **Attachment 12.**

Chapter H19 Rural Zones

338. The site is zoned Rural Production zone under the AUP(OP). With respect to the managed fill activity within the Rural Production zone, the following objectives and policies are considered relevant to the proposal:

339. Objectives H19.2.1(1), H19.2.3(1), H19.2.3(2), H19.2.5(3), H19.3.2(1) and H19.3.2(2) and Policies H19.2.2(1), H19.2.2(4), H19.2.2(5)(e), H19.2.4(1), H19.2.4(2)(b), H19.2.6(2), H19.2.6(4) and H19.3.3(1).

340. Given the nature of the proposed activity and its effects, the location of the activity within a rural environment in proximity to the urban area of Auckland is considered appropriate and consistent with the above objectives and policies and particularly H19.2.6(2).

341. The character and amenity values of the existing rural environment, including the surrounding land adjacent to the subject site, is maintained by the proposal consistent with the above listed

objectives and policies. This is assisted by the surrounding topography, deposition profile and deposition methodology. Furthermore, once the managed fill activity is completed, the area is to be top soiled and grassed and returned to rural production. The completed state will be in keeping with the appearance, form and location of existing rural character and amenity values.

342. The managed fill will also not cause any reverse sensitivity effects on the neighbouring rural environment. The scale and duration of the activity is considered to be compatible with the existing rural environment with actual and potential adverse effects suitably avoided, remedied or mitigated. In this regard, potential effects of the activity on the neighbouring environment are considered to be acceptable.

343. For the above reasons, the proposal is considered to be consistent with the relevant objectives and policies of Chapter H19 Rural Zones of the AUP(OP).

Chapter E27 Transport

344. Relying on the conclusions and recommendations of Commute Transportation Consultants and preapplication advice from Auckland Transport, potential adverse traffic efficiency and safety effects, including the quality of the Hunua Road pavement and traffic safety through Hunua Road, can be appropriately mitigated or remedied through the scope of the proposal and conditions of consent.

345. The proposal is consistent with the relevant objectives and policies of Chapter E27 Transport of the AUP(OP) listed below.

346. Objectives E27.2(1)(b), E27.2(4) and Policies E27.3(1)(a), E27.3(1)(c), E27.3(17)(b), E27.3(17)(c), E27.3(17)(d), E27.3(18)(a), E27.3(18)(c) and E27.3(20).

347. Safe and efficient access will be established to the site through engineered design and vegetation management.

348. Effects on Hunua Road pavement can be appropriately managed through conditions of consent that control vehicle movements and monitoring.

349. The development is not expected to exacerbate the safety record within the area.

350. Improvements to sight lines and signage within the Hunua Road reserve at three sections between Winstone's Aggregates Quarry access and Ardmore Quarry Road are recommended to be undertaken by Auckland Transport to assist with remedying existing road formation deficiencies.

351. Mitigations are proposed through site traffic management to managed traffic effects related to the proposal.

352. Onsite parking is efficiently located and adequate for the activity.

Chapter E25 Noise

353. The noise levels measured within the notional boundary on any adjacent property from the operation of the managed fill will not give rise to noise levels at any receiver that exceeds the noise limits for permitted activities as set out in the AUP(OP).

354. The proposal is consistent with the relevant objectives and policies of Chapter E25 Noise and Vibration of the AUP(OP).

Chapter E11 and E12 Land Disturbance

355. With respect to Land Disturbance - Regional under the AUP(OP), the objectives and policies that are considered relevant to the proposal are: Objectives E11.2(1) to E11.2(3) and Policies E11.3(1) to E11.3(8)

356. With respect to Land Disturbance - District under the AUP(OP), the objectives and policies that are considered relevant to the proposal are: Objective E12.2(1) and Policies E12.3(1) to E12.3(6)

357. The earthworks proposal is consistent with the relevant objectives in this case as the managed fill / earthworks operation is in accordance with best practice and the proposal includes appropriate erosion and sediment controls to minimise potential sediment discharges from the works. Furthermore, the proposed activity is not expected to increase the risk of any natural hazards.

358. With respect to Policies E11.3(1) and E12.3(1), the managed fill operation excludes that area of the site which has been identified as a SEA.

359. With regard to Objectives E11.3(1) to E11.3(3) and Policies E11.3(2) and E11.3(4) to E11.3(8), along with Objective E12.3(1) and Policies E12.3(2), E12.3(5) and E12.3(6), the proposal is considered to be consistent with the relevant provisions as erosion and sediment controls have been proposed that are in general accordance with GD05, while subject to conforming to the recommendations of the geotechnical report, anticipated adverse geotechnical effects are considered to be less than minor.

360. There are no known sites of cultural, spiritual or historic significance on the site and the applicant has consulted with the Ngati Tamaoho who have provided recommendations that have been adopted by the applicant. A consent condition is appropriate requiring appropriate protocol to be followed in the instance when accidental discovery of koiwi, archaeology and artefacts of Maori origin occurs. Accordingly, the proposal is considered to be consistent with Objectives E11.2(1) and E12.2(1) and Policies E11.3(2)(d), E11.3(3), E12.3(2)(c) and E12.3(4).

361. The proposal is also consistent with the statutory direction of Objectives E11.3(1) and E12.2(1) and Policies E11.3(5), E11.3(6) and E12.3(5) as no increased flooding is expected as a result of the earthworks and the managed fill operation as appropriate underfill drainage is to be provided. The proposal will not result in the loss of waterway areas and flood storage.

362. For the reasons outlined in the assessment above, the proposal will appropriately remedy or mitigate adverse construction noise, vibration, odour, dust and traffic effects consistent with Policy E12.3(2)(a).

363. Overall, the proposed earthworks will provide for people and communities social, economic and cultural well-being, and their health and safety consistent with Objectives E11.2.(1) and E12.2(1) and Policies E11.3(4) and E12.3(3) of the AUP(OP).

364. Accordingly, the proposal is considered to be consistent with the relevant objectives and policies of Chapters E11 and E12 of the AUP(OP).

Chapter E36 Natural Hazards and Flooding

365. The objectives and policies that are considered relevant with respect to Natural Hazards and Flooding under the AUP(OP) are:

366. Objectives E36.2(1), E36.2(3) and E36.2(5) and Policies E36.3(1), E36.3(3), E36.3(4), E36.3(23), E36.3(26), E36.3(27), E36.3(29) to E36.3(33).

367. The proposed managed fill activity will not therefore exacerbate potential flooding effects within the site or the downstream environment (catchment), thus safely maintaining the conveyance function of overland flow paths located within the proposed managed fill area.

368. Subject to conforming to the recommendations of the geotechnical report, anticipated adverse geotechnical effects are considered to be less than minor.

369. For the above reasons, the proposal is considered to be consistent with the relevant objectives and policies of Chapter E36 Natural Hazards and Flooding of the AUP(OP).

Chapter E13 Cleanfills, Managed Fills and Landfills

370. With respect to Cleanfills, Managed Fills and Landfills under the AUP(OP), the objectives and policies that are considered relevant to the proposal are:

371. Objectives E13.2(1) and E13.2(2) and Policies E13.3(1), E13.3(2), E13.3(3) and E13.3(5).

372. The proposed managed Fill is proposed to accept “Cleanfill” material and low-level contaminated soil and other suitable material consisting of inorganic materials. Managed fill material is intended to be within the ranges limited by the lowest of the relevant industry criteria/guidelines/standards including the AUP(OP), while a cleanfill layer will be placed on the final surface.

373. The proposed Fill Management Plan and engineering report sets out the proposed operation, management and monitoring procedures to mitigate potential adverse contamination effects on the receiving environment.

374. The managed fill operational aspects of the proposal are considered to be consistent with the above listed objectives and policies of the AUP(OP).

375. It is considered that the proposed managed fill activity will appropriately avoid, remedy or mitigate potential adverse land stability effects on the environment. The proposed activity will also not compromise the integrity of the site and contain contaminants.

376. The significant ecological area (SEA) located in the northeastern portion of the property will not be compromised by the activity due to separation of the activity from the SEA and the topography of the land.

377. For the above reasons, the managed fill is considered to be consistent with the relevant objectives and policies of Chapter E13 Cleanfills, Managed Fills and Landfills of the AUP(OP).

Chapter E1 Water Quality and Integrated Management

378. With respect to Water Quality and Integrated Management under the AUP(OP), the objectives and policies that are considered relevant to the proposal are:

379. Objectives E1.2(1), and E1.2(2) and Policies E1.3(1) to E1.3(6) and E1.3(26).

380. The proposal does not conflict with and assists with achieving the objectives and policies.

381. An engineered solution has been proposed to achieve the outcome of stablising the land, avoiding sediment activation and improving water quality in this area.

382. The site provides opportunities to improve ecological values and freshwater quality through actions such as excluding livestock from watercourses and wetlands and increasing native plant cover through riparian enhancement.

383. Best management practices are to be established for the discharges.

384. The application and supporting information have demonstrated that the activity does not conflict with the objective or policies included within the NPS on Freshwater Management and is consistent with the fundamental concept of Te Mana o te Wai.

Chapter E3 Lakes, Rivers, Streams and Wetlands

385. With respect to Lakes, Rivers, Streams and Wetlands under the AUP(OP), the objectives and policies that are considered relevant to the proposal are:

386. Objectives E3.2(2), and E3.2(4) to E3.2(7) and Policies E3.3(2), E3.3(3), E3.3(5), E3.3(6), E3.3(7), E3.3(8), E3.3(10), E3.3(11), E3.3(12), E3.3(15) and E3.3(17).

387. The proposal does not conflict with and assists with achieving the objectives and policies.

388. The ecological features of the project area have been described and classified through ecological survey (Boffa Miskell Oct 2024). Two intermittent streams and one permanent stream were identified, and five natural Inland wetlands. The streams have very low ecological values, and the wetlands very low (Wetland D), low (wetland B and C) or moderate values (Wetland A and E).

389. The site provides opportunities to improve ecological values through actions such as excluding livestock from watercourses and wetlands and increasing native plant cover through riparian enhancement.

390. A bridge crossing has been deliberately selected so as to ensure no loss of stream length or effects on the wetland in this area. There is an existing farm culvert crossing over the stream, which is in poor condition and is to be removed. This will result in a short section (approximately 5.5m) of stream and associated wetland in this area being reinstated.

391. Fill management and stormwater systems are designed to maintain flows into natural watercourses and wetlands, to the extent practicable.

392. Hydrological functions of wetlands can be maintained through direction of surface flows to maintain wet soils supporting adapted communities of plants and animals.

393. Mana Whenua have been consulted, values associated with streams and wetlands clarified and restoration and enhancement actions agreed through a collaborative process.

394. The proposed managed fill activity is consistent with the above listed objectives and policies of Chapter E3 Lakes, Rivers, Streams and Wetlands of the AUP(OP).

Chapter E7 Taking, Using, Damming and Diversion of Water and Drilling

395. The objectives and policies for the taking of water and drilling are located in E1 Water quality and integrated management, E2 Water quantity, allocation and use, D3 High-use Stream Management Areas Overlay and D8 Wetland Management Areas Overlay.

396. These have been considered where relevant in this assessment. The proposal is consistent with the listed objectives and policies noting that the groundwater allocation sought sits within permitted activity allocation limits, is not from a high-use aquifer and no water is proposed to be drawn from a high-use stream for this activity and measures are proposed to avoid reducing the assimilative capacity of streams from discharges associate with the activity.

397. The new bore is not located in a wetland management area overlay nor in the historic heritage overlay. It will be constructed by suitably qualified and experienced drillers in accordance with the relevant New Zealand standards (NZS4411:2001) and best practice and hence will avoid contaminants entering the aquifer penetrated by the bore, avoid hydraulic connections between different aquifers and avoid the leakage of groundwater to waste. Drilling records will be provided to Council within one month of the bore being drilled.

Chapter D3 High-Use Stream Management Areas Overlay

398. With respect to the High-Use Stream Management Areas Overlay, the objectives and policies that are considered relevant to the proposal are: Objective D3.2(1) concerning allocation limits, and Policy D3.3(3) concerning the assimilative capacity of high-use streams.

399. The proposal does not conflict with objective 1 nor policy 3 noting that no water is proposed to be drawn from a stream and measures are proposed to avoid reducing the assimilative capacity of streams from discharges associate with the activity.

Chapter D9 Significant Ecological Areas Overlay

400. SEA_T_413 is represented at the extreme northeastern boundary of the site. Wetland E in the Stream and Wetland Assessment (Boffa Miskell 2024) is an extension of this feature into the site.

401. With respect to the Significant Ecological Areas Overlay, the objectives and policies that are considered relevant to the proposal are: Objectives D9.2(1), D9.2(2), D9.2(3) and Policies D9.3(1) D9.3(2), D9.3(3).

402. No adverse effects on SEA_T_413 are anticipated and any adverse effects on adjoining Wetland E are considered low risk due to its low elevation and the small area of earthworks within its total catchment area.

403. No native terrestrial vegetation removal is proposed.

404. Riparian/Wetland planting and fencing is proposed to accompany the activity and restore or enhance the natural values of the land post filling.

405. The proposal is considered to achieve these objectives and policies. Adverse effects on SEA_T_413 are avoided and the feature is enhanced

Other Matters – S104(1)(c)

Auckland Plan 2050

406. The Auckland Plan 2050 sets the direction for how Auckland will grow and develop. It responds to the key challenges of high population growth, sharing prosperity among all Aucklanders, and reducing environmental damage.

407. To address these challenges, the Development Strategy and six outcomes set Auckland's strategy to 2050. These are:

- Belonging and Participation;
- Māori Identity and Wellbeing;
- Homes and Places;
- Transport and Access;
- Environment and Cultural Heritage;
- Opportunity and Prosperity;

408. The Development Strategy shows how Auckland will physically grow and change over the next 30 years. It takes account of the above identified outcomes, as well as population growth projections and planning rules in the AUP(OP). The Development Strategy provides a pathway for Auckland's future physical development and a framework to prioritise and coordinate the required supporting infrastructure.

409. The proposal is considered to be consistent with the Auckland Plan 2050.

410. Fill is a consequence of housing (and other) development where cut to fill balances cannot be achieved on site, particularly as flat building platforms are sought after by the market. The rural environment is identified in the AUP(OP) as suitable for managed fill deposition. In this regard the proposed activity, in an indirect manner, will contribute to Homes and Places and in particular - Direction 1 *"Develop a quality compact urban form to accommodate Auckland's growth"*, and Opportunity and Prosperity - Direction 1. *"Create the conditions for a resilient economy through innovation, employment growth and raised productivity."*

411. With respect to the Environment and Cultural Heritage and Māori Identity and Wellbeing outcomes it is considered that the effects and attributes of the proposal are acceptable. There are no known sites of cultural, spiritual or historic significance on the site and Ngati Tamaoho have provided recommendations adopted by the applicant.

412. The proposal will also not undermine rural production by avoiding the use of highly productive land or resulting in reverse sensitivity effects. Furthermore, when the activity is complete the site will be returned to rural production.

413. The Auckland Plan 2050's outcomes that seek a better standard of living, including secure, healthy, and affordable homes, and the protection of environmental and cultural values and rural production are supported by the proposal.

PART 2 OF THE RMA

414. Where a consent authority is considering a resource consent application in accordance with section 104 of the Resource Management Act 1991, consideration must be given to Part 2 of the Act, when it is appropriate to do so.

415. In the context of this application, it is understood that the objectives and policies of the relevant statutory documents were prepared having regard to Part 2 of the RMA, they capture all relevant planning considerations and contain a coherent set of policies designed to achieve clear environmental outcomes. They also provide a clear framework for assessing all relevant potential effects.

416. While there may be no need to go beyond these provisions and look to Part 2 in making a decision on this proposal, an assessment against Part 2 is included below to assist with the evaluative exercise.

Section 5 – Purpose

417. This section of the Act outlines the purpose of the Act as being the promotion of sustainable management of natural and physical resources, and then proceeds to outline what is meant by sustainable management. This means managing the use of natural and physical resources in a way that enables people and communities to provide for their social, cultural and economic wellbeing while sustaining those resources for future generations, protecting the life supporting capacity of ecosystems, and avoiding, remedying or mitigating adverse effects on the environment.

418. The proposed managed fill activity will contribute positively to economic and social wellbeing of Auckland and will managed to avoid, remedy or mitigating as necessary any adverse effects on the environment.

419. Overall, it is considered that the proposal is consistent with promoting the sustainable management of natural and physical resources.

Section 6 – Matters of National Importance

420. Section 6 of the Act sets out a number of matters of national importance, including the preservation of the natural character of wetlands and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development. This proposal will enhance existing wetlands and rivers margins.

421. The site is not located within an outstanding natural landscape and nor will any outstanding natural features be affected. The identified significant natural area is not affected by the activity.

422. Consultation with Ngati Tamaoho has confirmed that subject to agreed conditions the proposal does not conflict with their relationship culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga.

423. The activity is unlikely to result in or increase the risk of flooding to downstream properties.

424. Overall, the activity does not conflict with any of the matters of national importance to be recognised and provided for in achieving the sustainable management purpose of the Act.

Section 7 – Other Matters

425. Section 7 directs that in achieving the purpose of the Act, that the Council must have particular regard to certain matters which include, of relevance here, the efficient use and development of natural and physical resources, the maintenance and enhancement of amenity values; and the maintenance and enhancement of the quality of the environment.

426. It is considered that the proposal will result in the efficient use of a natural and physical resource, while at the same time maintaining the existing amenity values of the surrounding area and that the quality of the environment will not be compromised.

Section 8 – Treaty of Waitangi

427. We do not anticipate that the application would conflict with the principles of the Treaty of Waitangi.

CONCLUSION

428. Scarbro Environmental Ltd are proposing a managed fill activity comprising two separate areas of 9ha and 2ha (including associated drains and sediment ponds) on the northern and southern sides of the site respectively, with corresponding estimated fill volumes of 720,000m^3 and 70,000m^3, giving a combined fill volume of 790,000m^3. Upon completion of the filling activity,

the land will be returned to rural production, with identified intermittent streams (2 and 3) and identified wetlands (A, B, C, D and E) fenced to exclude stock and planted in riparian and wetland vegetation. Stream 3 is already fenced and contains indigenous vegetation but will be cleared of pest species where these exist.

429. It is concluded that resource consents can be granted for the proposal for the following reasons.

- The assessment provided as per Schedule 4 of the RMA, identifies that the actual and potential effects from the proposal are found to be acceptable, because, on balance, the actual and potential effects identified are able to be avoided, remedied or mitigated, through the imposition of conditions, to a level that is no more than minor.

- Effects on persons, which are limited to actual or potential noise, rural character and amenity effects, are considered to be less than minor.

- Measures to minimise or mitigate the adverse effects have been recommended by technical experts for the applicant. These include actions to mitigate and manage potential adverse traffic safety issues relating to the form and function of Hunua Road.

- Recommendations to manage and mitigate potential adverse effects due to contaminated material and the discharge of contaminants are also proposed. Appropriate erosion and sediment controls are to be installed and constructed in accordance with the application material, as well as any additional requirements outlined in Auckland Council's Guideline Document 2016/005 Erosion and Sediment Control Guide for Land Disturbing Activities in the Auckland Region (GD05).

- It is considered that the proposal is consistent with the provisions of relevant statutory documents, and in particular, the objectives and policies of the AUP(OP).

- The proposal is consistent with the Auckland Plan 2050 because the activity indirectly contributes to the construction of dwellings and other development and from an environmental perspective, the effects and attributes of the proposal are acceptable.

- There are no known sites of cultural, spiritual or historic significance on the site and the proposal will also not undermine rural production.

- In regard to Part 2 of the RMA, it is understood that the objectives and policies of the relevant statutory documents, and in particular the AUP(OP), were prepared having regard to Part 2 of the RMA. As the AUP(OP) captures all relevant planning considerations and contains a coherent set of policies designed to achieve clear environmental outcomes, which provide a clear framework for assessing all relevant potential effects, there is likely no need to go beyond these provisions in the evaluation exercise. Notwithstanding this, and for completeness and assessment has been undertaken and it is considered that the proposal is consistent with promoting the sustainable management of natural and physical resources.

- It is therefore recommended that the application by Scarbro Environmental Ltd be granted, subject to appropriate conditions.