

Application for resource consent or fast-track resource consent

(Or Associated Consent Pursuant to the Resource Management Act 1991 (RMA)) (If applying for a Resource Consent pursuant to Section 87AAC or 88 of the RMA, this form can be used to satisfy the requirements of [Form 9](#)). Prior to, and during, completion of this application form, please refer to [Resource Consent Guidance Notes](#) and [Schedule of Fees and Charges](#) — both available on the Council's web page.

1. Pre-Lodgement Meeting

Have you met with a council Resource Consent representative to discuss this application prior to lodgement?

☐ Yes ☒ No

2. Type of consent being applied for

(more than one circle can be ticked):

- | | |
|---|---|
| ☒ Land Use | ☐ Discharge |
| ☐ Fast Track Land Use* | ☐ Change of Consent Notice (s.221(3)) |
| ☐ Subdivision | ☐ Extension of time (s.125) |
| ☐ Consent under National Environmental Standard
(e.g. Assessing and Managing Contaminants in Soil) | |
| ☐ Other (please specify) _____ | |

**The fast track is for simple land use consents and is restricted to consents with a controlled activity status.*

3. Would you like to opt out of the fast track process?

☒ Yes ☐ No

4. Consultation

Have you consulted with Iwi/Hapū? ☒ Yes ☐ No

If yes, which groups have you consulted with?

See appendices

Who else have you consulted with?

HNZPT

For any questions or information regarding iwi/hapū consultation, please contact Te Hono at Far North District Council, tehonosupport@fndc.govt.nz

5. Applicant details

Name/s:

Far North Holdings Ltd

Email:

Phone number:

Postal address:

(or alternative method of service under section 352 of the act)

Have you been the subject of abatement notices, enforcement orders, infringement notices and/or convictions under the Resource Management Act 1991? ☐ Yes ☒ No

If yes, please provide details.

6. Address for correspondence

Name and address for service and correspondence (if using an Agent write their details here)

Name/s:

Northland Planning & Development 2020 Ltd

Email:

Phone number:

Postal address:

(or alternative method of service under section 352 of the act)

All correspondence will be sent by email in the first instance. Please advise us if you would prefer an alternative means of communication.

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7. Details of property owner/s and occupier/s

Name and Address of the owner/occupiers of the land to which this application relates (where there are multiple owners or occupiers please list on a separate sheet if required)

Name/s:

Far North District Council

Property address/
location:

	Postcode

8. Application site details

Location and/or property street address of the proposed activity:

Name/s:

Far North District Council

Site address/
location:

7 Hokianga Drive, Opononi

Postcode

Legal description:

Lot 1 DP 505510

Val Number:

00618-00100

Certificate of title:

763212

Please remember to attach a copy of your Certificate of Title to the application, along with relevant consent notices and/or easements and encumbrances (search copy must be less than 6 months old)

Site visit requirements:

Is there a locked gate or security system restricting access by Council staff? ☐ Yes ☒ No

Is there a dog on the property? ☐ Yes ☒ No

Please provide details of any other entry restrictions that Council staff should be aware of, e.g. health and safety, caretaker's details. This is important to avoid a wasted trip and having to re-arrange a second visit.

Please contact Applicant prior to site visit.

9. Description of the proposal

Please enter a brief description of the proposal here. Please refer to Chapter 4 of the *District Plan, and Guidance Notes*, for further details of information requirements.

Proposal to create a lower-level carpark providing 8 carparking spaces and picnic area, an internal access and upper parking area for 15 vehicles and boat trailers. Consent is required under ODP as a Discretionary Activity and under PDP-DV as a Restricted Discretionary Activity.

If this is an application for a Change or Cancellation of Consent Notice conditions (s.221(3)), please quote relevant existing Resource Consents and Consent Notice identifiers and provide details of the change(s), with reasons for requesting them.

10. Would you like to request public notification?

☐ Yes ☒ No

11. Other consent required/being applied for under different legislation

(more than one circle can be ticked):

☒ Building Consent

☒ Regional Council Consent (ref # if known)

☐ National Environmental Standard Consent

☐ Other (please specify)

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

The site and proposal may be subject to the above NES. In order to determine whether regard needs to be had to the NES please answer the following:

Is the piece of land currently being used or has it historically ever been used for an activity or industry on the Hazardous Industries and Activities List (HAIL)? ☐ Yes ☒ No ☐ Don't know

Is the proposed activity an activity covered by the NES? Please tick if any of the following apply to your proposal, as the NESCS may apply as a result? ☒ Yes ☐ No ☐ Don't know

☐ Subdividing land

☐ Disturbing, removing or sampling soil

☒ Changing the use of a piece of land

☐ Removing or replacing a fuel storage system

13. Assessment of environmental effects:

Every application for resource consent must be accompanied by an Assessment of Environmental Effects (AEE). This is a requirement of Schedule 4 of the Resource Management Act 1991 and an application can be rejected if an adequate AEE is not provided. The information in an AEE must be specified in sufficient detail to satisfy the purpose for which it is required. Your AEE may include additional information such as written approvals from adjoining property owners, or affected parties.

Your AEE is attached to this application ☒ Yes

14. Draft conditions:

Do you wish to see the draft conditions prior to the release of the resource consent decision? ☒ Yes ☐ No

If yes, please be advised that the timeframe will be suspended for 5 working days as per s107G of the RMA to enable consideration for the draft conditions.

15. Billing Details:

This identifies the person or entity that will be responsible for paying any invoices or receiving any refunds associated with processing this resource consent. Please also refer to Council's Fees and Charges Schedule.

Name/s: (please write in full)

Fasr North Holdings Ltd

Email:

awells@mwasolutions.co.nz

Phone number:

Work 0275566762

Home 0275566762

Postal address:

(or alternative method of service under section 352 of the act)

PO Box 7 Opuia

Postcode 200

Fees Information

An instalment fee for processing this application is payable at the time of lodgement and must accompany your application in order for it to be lodged. Please note that if the instalment fee is insufficient to cover the actual and reasonable costs of work undertaken to process the application you will be required to pay any additional costs. Invoiced amounts are payable by the 20th of the month following invoice date. You may also be required to make additional payments if your application requires notification.

15. Billing details continued...

Declaration concerning Payment of Fees

I/we understand that the Council may charge me/us for all costs actually and reasonably incurred in processing this application. Subject to my/our rights under Sections 357B and 358 of the RMA, to object to any costs, I/we undertake to pay all and future processing costs incurred by the Council. Without limiting the Far North District Council's legal rights if any steps (including the use of debt collection agencies) are necessary to recover unpaid processing costs I/we agree to pay all costs of recovering those processing costs. If this application is made on behalf of a trust (private or family), a society (incorporated or unincorporated) or a company in signing this application I/we are binding the trust, society or company to pay all the above costs and guaranteeing to pay all the above costs in my/our personal capacity.

Name: (please write in full)

Signature:

(signature of bill payer)

Date 21-Jul-2026

MANDATORY

16. Important Information:

Note to applicant

You must include all information required by this form. The information must be specified in sufficient detail to satisfy the purpose for which it is required.

You may apply for 2 or more resource consents that are needed for the same activity on the same form.

You must pay the charge payable to the consent authority for the resource consent application under the Resource Management Act 1991.

Fast-track application

Under the fast-track resource consent process, notice of the decision must be given within 10 working days after the date the application was first lodged with the authority, unless the applicant opts out of that process at the time of lodgement.

A fast-track application may cease to be a fast-track application under section 87AAC(2) of the RMA.

Privacy Information:

Once this application is lodged with the Council it becomes public information. Please advise Council if there is sensitive information in the proposal. The information you have provided on this form is required so that your application for consent pursuant to the Resource Management Act 1991 can be processed under that Act. The information will be stored on a public register and held by the Far North District Council. The details of your application may also be made available to the public on the Council's website, www.fndc.govt.nz. These details are collected to inform the general public and community groups about all consents which have been issued through the Far North District Council.

17. Declaration

The information I have supplied with this application is true and complete to the best of my knowledge.

Name (please write in full)

Rochelle Jacobs

Signature

Date 20-Jul-2026

A signature is not required if the application is made by electronic means

See overleaf for a checklist of your information...

Checklist

Please tick if information is provided

- ☐ Payment (cheques payable to Far North District Council)
- ☐ A current Certificate of Title (Search Copy not more than 6 months old)
- ☐ Details of your consultation with Iwi and hapū
- ☐ Copies of any listed encumbrances, easements and/or consent notices relevant to the application
- ☐ Applicant / Agent / Property Owner / Bill Payer details provided
- ☐ Location of property and description of proposal
- ☐ Assessment of Environmental Effects
- ☐ Written Approvals / correspondence from consulted parties
- ☐ Reports from technical experts (if required)
- ☐ Copies of other relevant consents associated with this application
- ☐ Location and Site plans (land use) AND/OR
- ☐ Location and Scheme Plan (subdivision)
- ☐ Elevations / Floor plans
- ☐ Topographical / contour plans

Please refer to Chapter 4 of the District Plan for details of the information that must be provided with an application. Please also refer to the RC Checklist available on the Council's website. This contains more helpful hints as to what information needs to be shown on plans.

Landuse Resource Consent Proposal

Far North Holdings Limited

7-9 Hokianga Harbour Drive, Opononi

30 July 2026

Attention: Liz Searle and Jo Graham – Team Leaders – Resource Consents

The Applicant is seeking to construct a boat trailer parking area and car parking area at 7 & 9 State Highway 12 (Hokianga Harbour Drive), Opononi. The proposal will see a new vehicle and trailer parking area, with space for 16 vehicles with trailers plus additional carparking for 8 vehicles alongside a picnic area and associated access.

Access to the site will be via a new crossing place, from State Highway 12 (Hokianga Harbour Drive). A single access will then be provided within the site which connects the lower carparking area to the upper carparking area where the boat trailers can park. The access is proposed to have a 6-metre carriageway width and a footpath along the western side.

Given proximity to the boat ramp to the northwest of the site, and the limited parking available for vehicles with boat trailers it is anticipated that the space will predominantly be occupied by users of the boat ramp. The lower parking and picnic area is anticipated to be used by locals and visitors to the area.

There has been various consultation between FNDC and NZTA on this particular project over the years. A formal email on the project including the latest plans has been attached within **Appendix 10**. Consultation has also been had with the local Hapu in the area and Heritage New Zealand Pouhere Taonga (HNZPT), with this correspondence attached within **Appendices 7 & 9**.

Under the Operative District Plan (ODP), the site is split zoned Commercial and Coastal Residential. All of the works will be contained to the portion of the site zoned as Commercial and as such, assessment has been made in relation to this zone only. Resource consent is sought due to minor excavations occurring within a Coastal Hazard Zone 2 Area (CHZ2). The proposal has been assessed as a **Discretionary Activity** under the ODP.

Within the Proposed District Plan (PDP), the site is split zoned Mixed Use and General Residential. All works will be contained within the portion of the site zoned as Mixed Use and as such, assessment



has been made in relation to this zone only. The site is also within the Coastal Environment Overlay, with a portion of the site being shown to be susceptible to Coastal Flood Hazards. Resource consent is sought given the extent of earthworks proposed as well as constructing an access off a State Highway. The proposal has been assessed as a **Restricted Discretionary Activity** under the PDP.

Regional consent is also required given the extent of earthworks. This application is imminent and will be lodged with NRC shortly.

If you require further information, please do not hesitate to contact us.

Regards,

Reviewed by:

Alex Billot

Resource Planner

Rochelle Jacobs

Director/Senior Planner

NORTHLAND PLANNING & DEVELOPMENT 2020 LIMITED

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Attachments

1. FNDC Application Signed
2. Title – LINZ
3. Building Line Restriction Document - LINZ
4. Plan Set – Tutukaka Consultants Limited
5. Archaeological Assessment – Context Archaeology
6. Geotechnical Assessment – Cook Costello
7. Correspondence – Heritage NZ Puhere Taonga
8. Correspondence – FNDC Development Engineers
9. Correspondence – Ngati Korokoro
10. Correspondence – NZTA
11. Public Notice for public meeting on Trailer Park – *The New Zealand Herald*
12. Traffic Impact Assessment – *Engineering Outcomes*



Assessment of Environment Effects Report

1.0 DESCRIPTION OF THE PROPOSED ACTIVITY

- 1.1 The proposal seeks to construct a lower-level carpark providing 8 parking spaces and picnic area adjacent to State Highway 12. The proposal also includes an internal access to the upper part of the site and parking for 16 vehicles and boat trailers. A new crossing place will be constructed to access the site from State Highway 12 in accordance with the requirements of the New Zealand Transport Agency (NZTA).

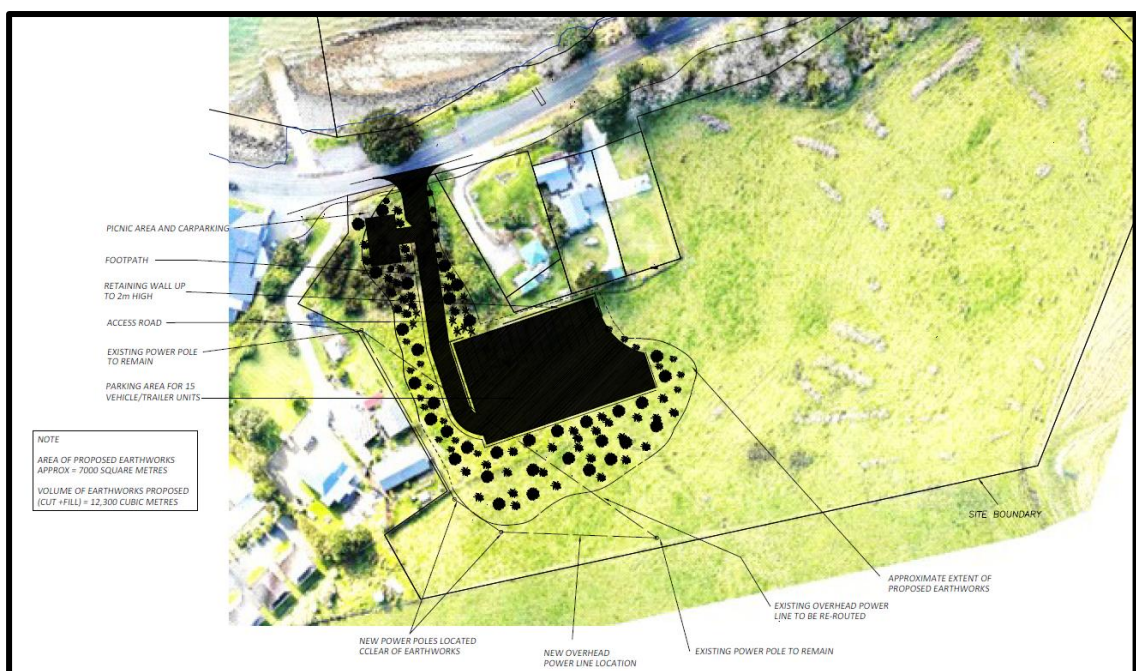


Figure 1: Site Plan showing proposal.

- 1.2 The proposal has been sought to address an existing boat trailer parking issue in the immediate area. It is expected that the upper 16 boat trailer parks would be used up to three times per day each during the peak holiday season and no more than once per day during the off season. The traffic engineer has estimated total traffic generation across the site as 50 movements during off peak season and 130 during peak season.
- 1.3 Stormwater from the proposed impermeable areas is proposed to be discharged to the public system along State Highway 12. Initial discussions with the FNDC Development Engineer Team have noted that connection is available given that the site is within the Area of Benefit for stormwater (see **Appendix 8** for confirmation email from the FNDC Development Engineers).



Further correspondence has asked for clarification on capacity. This matter is yet to be addressed and conversations are continuing on this matter. The balance of the site will remain in grass/landscaped areas and will be discharged to the water table as it is now. Stormwater treatment is proposed in accordance with regional rules and has been included as part of the design.

- 1.4 Under the ODP, the site is split zoned, with the western portion of the site being zoned as Commercial and the eastern portion of the site being zoned as Coastal Residential. The entirety of the proposed works will occur within the western portion of the site, which is zoned Commercial and therefore no assessment of the ODP Coastal Residential zone will be made, as this area of the site will remain vacant/unchanged. A small portion of the northern area of the site, which adjoins the State Highway, is shown to be within the Coastal Hazard 2 area (CHZ2). It is anticipated that the lower-level carpark and picnic area as well as the access to the site, will be contained within the Coastal Hazard 2 area.

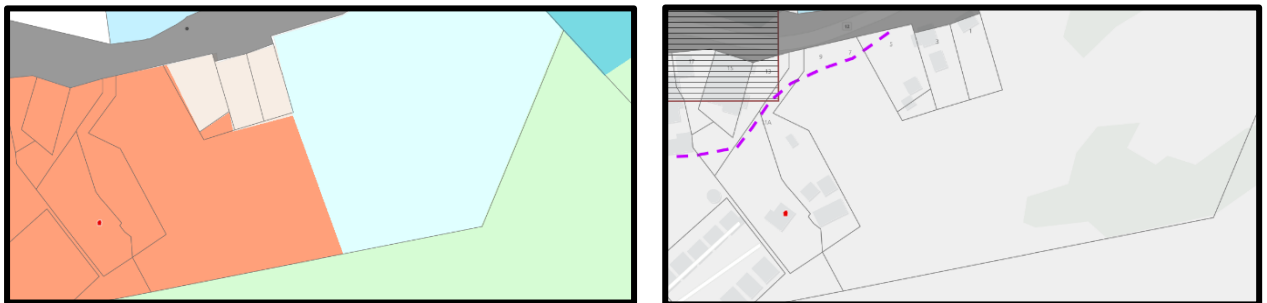


Figure 2: FNDC ODP zoning maps (left) and CHZ2 maps (right).

- 1.5 Given the proposed use of the site affected by the Coastal Hazard 2 area, the proposal will result in excavations in this area and therefore the requirement for consent is triggered under the ODP. There is no pathway for excavations within a CHZ2 area as a Controlled or Restricted Discretionary Activity under the ODP and as such, consent is triggered as a **Discretionary Activity** under the ODP. Given the CHZ2 has been removed from the site under the PDP-DV, there is no consent trigger in relation to works within the CHZ2 under the PDP-DV. The proposal does not result in any other infringements of the permitted zone or district wide matters within the ODP.
- 1.6 Within the Proposed District Plan, the site is split zoned Mixed Use (MUZ) and General Residential (GRZ). The works will be contained within the western portion of the site which is



zoned as MUZ. As such, assessment of the proposal against the MUZ performance standards will be undertaken, with no consideration of the GRZ rules as this portion of the site will remain vacant and unchanged. The site is also entirely within the Coastal Environment Overlay, with a small portion within the north-western sector of the site being susceptible to Coastal Flood Hazards. The CHZ2 area has been removed from the site under the PDP-DV.

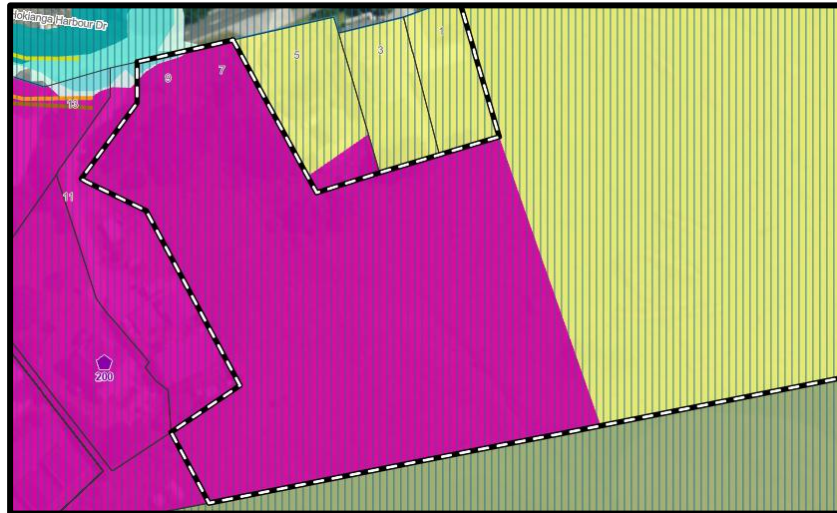


Figure 3: PDP Zoning of the site.

- 1.7 The anticipated earthworks volume is 12,300m³ (10,900m³ cut and 1,400m³ fill) over an area of 7000m². The maximum earthworks cut depth is anticipated to be 6.5 metres and the maximum fill height is anticipated to be 5 metres. Under the ODP, there is no maximum threshold for excavation volumes or cut/fill heights within the Commercial zone and therefore the proposed earthworks are Permitted in terms of the ODP. Under the PDP-DV, consent for earthworks is triggered within the Coastal Environment Overlay as well as the Earthworks Chapter. Cook Costello have completed a Geotechnical Investigation Report (GIR) which is attached within **Appendix 6**. The GIR provides recommendations and mitigation measures in terms of the earthworks required.
- 1.8 Under the PDP-DV, any new crossing place or alteration to an existing crossing place from a State Highway automatically triggers resource consent under TRAN-R13. Given the proposal will see a new crossing place constructed from the State Highway, resource consent is triggered as a Restricted Discretionary Activity under the PDP-DV.
- 1.9 An assessment has been undertaken of the proposal against the Permitted Rules for the ODP Commercial Zone and PDP-DV Mixed Use Zone, and it has been determined that the proposal does not result in a infringement of any of the permitted standards for the underlying zones.



- 1.10 The application is a **Discretionary Activity** under the Operative District Plan and a **Restricted Discretionary Activity** under the PDP-DV. As the application is lodged after 30 June 2026, the PDP-DV rules have legal effect and must be assessed in full. The plan is currently open to Appeals which timeframe concludes on the 12th August 2026. In terms of weighting the PDP-DV has high weight, however, as the applicable rules could still be subject to an appeal the ODP continues to have the highest weighting. The activity status of the Operative and Proposed Plans must still be assessed separately rather than bundled.

2.0 SITE DESCRIPTION

- 2.1 The site is located at 7-9 State Highway 12, Opononi and is currently a vacant section. A review of historical images illustrates that the site was largely grazed with a small building appearing in the 1940s. Later aerial imagery shows the building being removed from the site with no further development occurring. The property appears to have remained vacant, with areas of shrub and gorse appearing throughout the decades, indicating minimal use of the site.
- 2.2 The site increases in elevation from the road boundary, with Hokianga Harbour located to the north of the site. State Highway 12 separates the site from the Hokianga Harbour. To the west of the site are areas of residential and commercial use, with Opononi Wharf located less than 100 metres from the site. Given the site's location, it makes it an ideal and practical area for parking of vehicles and associated boat trailers.



Figure 4: Aerial image of the site and surrounding environment.



Figure 6: View south over project area.



Figure 5: View east over project area.



Figure 7: View north over project area, looking towards Hokianga Harbour.

- 2.3 Zoning in the surrounding environment varies under the ODP, with the 'Commercial zone' to the west, 'Rural Production' to the south and east, a small area of 'Residential' lots to the north and 'General Coastal' to the east as well. Under the PDP-DV, the 'Rural Production zone' remains consistent with the ODP, as well as encapsulating the areas previously zoned as 'General Coastal'. Those areas currently zoned as Commercial have changed to an equivalent zone 'Mixed Use' and the areas of 'Residential' and 'Coastal Residential' have changed to 'General Residential'. The site and surrounding environment are within the 'Coastal Environment' overlay under the PDP-DV.

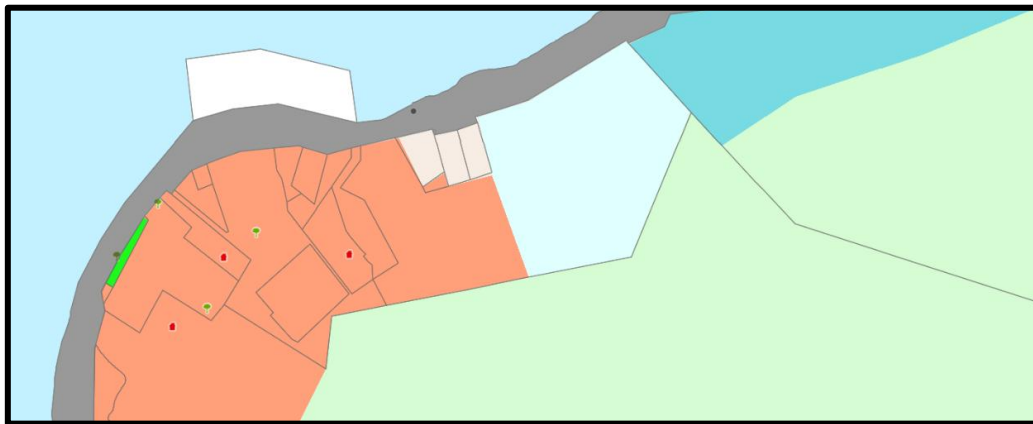


Figure 8: FNDC ODP Zoning Maps.





Figure 9: FNDC PDP-DV Zoning Maps.

- 2.4 The site is not identified as a HAIL site by the Regional Council nor do any historic aerials or current use of the site indicate that the property has contained an activity listed on the HAIL in the past or present.
- 2.5 The surrounding environment does contain some archaeological sites. An Archaeological Assessment for the site has been completed by Context Archaeology and is contained within **Appendix 5** of this application. The Archaeological Assessment confirmed there was no archaeology found within the site and recommended that the proposal proceed under the guidance of an ADP. Heritage NZ Pouhere Taonga (HNZPT) were contacted as part of the pre-application process and were provided the Archaeological Assessment. HNZPT confirmed that the proposal was to proceed under the guidance of an ADP (see **Appendix 7**).

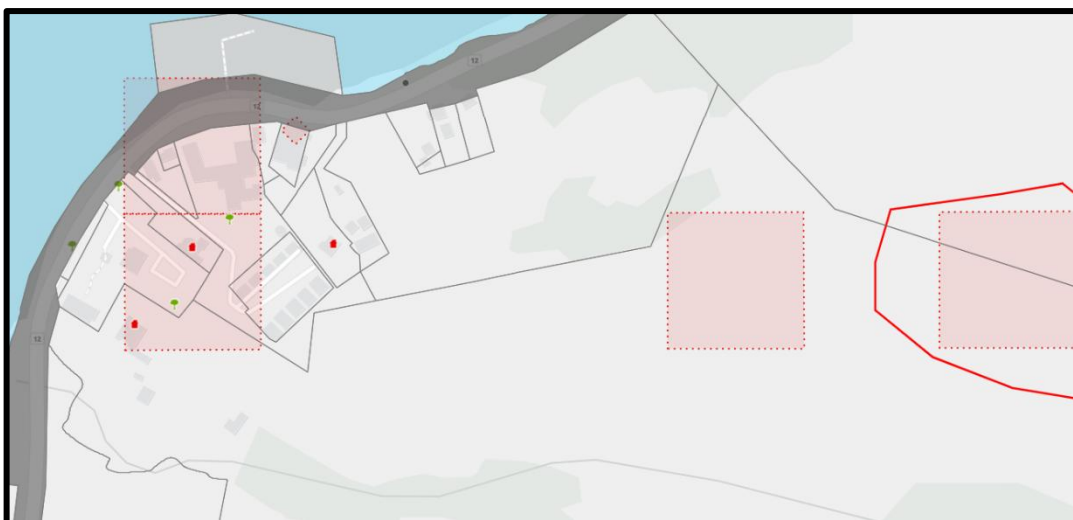


Figure 10: Archaeological Sites within the surrounding environment.

- 2.6 The site is shown to be within an area which benefits from reticulated water, wastewater and stormwater. It has been confirmed with the FNDC Development Engineers Team that the proposal can connect to the reticulated stormwater system (see **Appendix 8**). A further request from the development engineering team has sought confirmation that the existing system has sufficient capacity. This work has not been completed and further correspondence with the development engineering team is expected.
- 2.7 The site is not shown to contain any areas of PNA or reserve land. There is an Outstanding Natural Feature mapped to the west of the site, which is noted as being 'Opononi Limestone'. This does not encroach into the subject site. The Hokianga Harbour to the north of the site is also noted as being a PNA as well as a Statutory Acknowledgment Area for Te Rarawa. The site is not shown to be within an area where kiwi are present.



Figure 11: FNDC Natural Environment Maps.

- 2.8 As mentioned earlier in this report, the north-western portion of the site is shown to be within the Coastal Hazard 2 area under the ODP Maps. This has been removed from the site within the PDP-DV Maps and is not shown on the NRC Hazard Maps. In terms of the NRC Hazard Maps, the northwestern portion of the site is shown to be within the Tsunami Evacuation Zone (Blue Zone) with the remainder of the site being classified as safe (green zone). A very small portion of the north-western corner of the site is shown as being susceptible to coastal flood hazard – zone 2 (100 years) & zone 3 (100 years + RSLR). This is also reflected within the PDP-DV Maps. It is anticipated that there will be some minor excavations within the area shown to



be susceptible to coastal flood hazards. The site is not shown as being susceptible to river flood hazards, nor is it contained within the coastal erosion hazard zones under the NRC Maps.

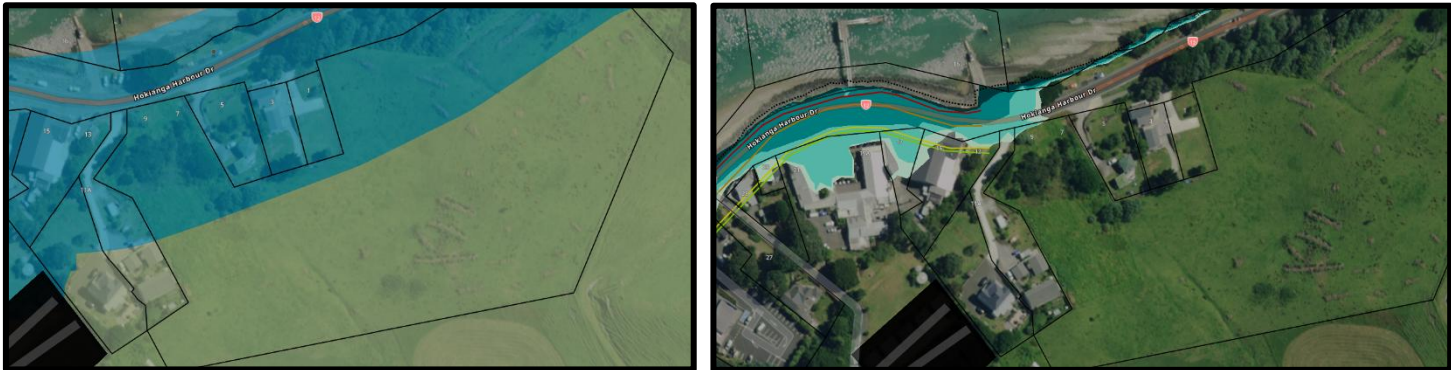


Figure 12: Tsunami overlay (left) and Coastal Flood Zone Mapping (right) taken from NRC Hazard Maps.

- 2.9 Under the Regional Policy Statement Maps, the site is located within the Coastal Environment. The Hokianga Harbour is identified as being of High Natural Character, but this does not encroach into the subject site.
- 2.10 The Hokianga Harbour is noted as being a Statutory Acknowledgement Area with Te Rarawa being the relevant Iwi. The site does not directly adjoin the Hokianga Harbour, with State Highway 12 separating the site and the Harbour. Stormwater from the proposed impermeable areas will be directed to the public system with the remainder of the site being pervious and continuing to be directed to the water table as it is now.

Parcel Details

- 2.11 The site is contained within Record of Title 763212, with a land area of 3.3350 hectares. The site is legally described as Lot 1 DP 505510 and the title is dated 7th May 2018. There is a Building Line Restriction document registered on the title, contained with document K73873, which was issued on the title in 1959. A copy of Document K73873 has been obtained and is detailed below.

Document K73873 Building Line Restriction

- 2.12 The building line restriction (BLR) is stated to apply 150 links (approximately 30 metres) from the northern side of the road (State Highway). This encapsulates the northwestern portion of the site, where the lower carpark and picnic area are proposed to be located. The plan provided within Document K73873 shows the location of a 'possible future road' within this



portion of the site, which indicates the reasoning behind the BLR being imposed. The proposal is not anticipated to be objectionable with this document given the proposed use of the site.

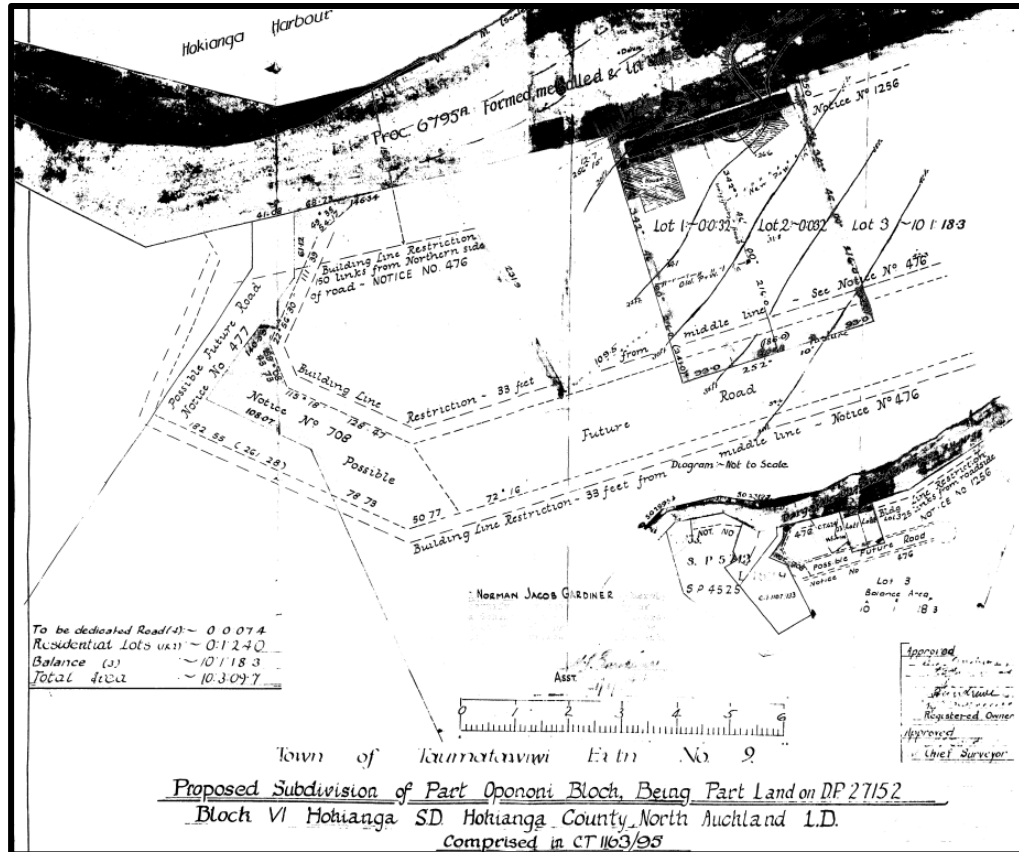


Figure 13: Plan showing BLR under Document K73873.

3.0 ACTIVITY STATUS OF THE PROPOSAL

Operative District Plan

- 3.1 As stated earlier in this report, the proposal will be contained wholly within the area of the site zoned as Commercial. There are no proposed works within the area of the site zoned as Coastal Residential. As such, an assessment of the Commercial zone and district wide rules of the District Plan is set out in the tables below.

Table 1 - Assessment of the Permitted Section 7.7.5.1 Commercial Zone.

Plan Reference	Rule	Performance of Proposal



7.7.5.1.1	Building Height	Permitted. A maximum building height of 10m is permitted within this zone. There are no structures anticipated that would require consent under this rule.
7.7.5.1.2	Sunlight	Permitted. The proposed retaining wall located along the northern boundary is assessed as complying with the sunlight recession planes (see Drawing Number 260201-05 of the Plan Set).
7.7.5.1.3	Visual Amenity and Environmental Protection	Permitted. The subject site adjoins the Rural Production zone on the southern boundary, and a portion of the northern boundary adjoins the Residential zone. (a) A condition of consent is offered for landscaping along the boundaries to comply with this rule. (b) 50% of the site between the road boundary and 3m therefrom, which is not occupied by impermeable surfaces, will be landscaped. (c) The proposal will comply with this standard.
7.7.5.1.4	Setback from Boundaries	Permitted. This rule refers to sites with a road frontage identified as Pedestrian Frontage, sites within Paihia and sites within Area A5 on Map 91. The subject site does not fall within any of these areas and as such, this rule is not applicable.
7.7.5.1.5	Noise Mitigation for Residential Activities	Permitted. No residential activities are proposed.
7.7.5.1.6	Transportation	A full assessment will be undertaken in Table 2 below.
7.7.5.1.7	Keeping of Animals	Not applicable.
7.7.5.1.8	Noise	Permitted.

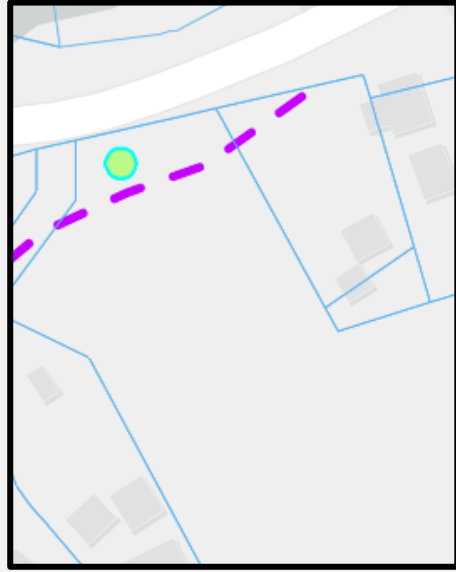


		The proposal is anticipated to comply with these standards.
7.7.5.1.9	No rule stated within ODP	
7.7.5.1.10	Roof Pitch	Not applicable. The subject site is not located within Area A5 on Map 91.
7.7.5.1.11	Stormwater	Permitted. All stormwater will be directed to an existing consented urban stormwater management plan. Correspondence with FNDCs Development Engineer confirmed that connection was possible.
7.7.5.1.12	Helicopter Landing Area	Not applicable.

Table 2 - Assessment of the Chapter 12 District Wide Matters

Plan Reference	Rule	Performance of Proposal
12.1	LANDSCAPE AND NATURAL FEATURES	Not applicable. The site is not identified as an outstanding landscape or natural feature.
12.2	INDIGENOUS FLORA AND FAUNA	Not applicable No indigenous vegetation clearance is proposed.
12.3	SOILS AND MINERALS	Permitted. There is no restriction on excavation within the Commercial zone. Any fill material will comply with the requirements set out under Rule 12.3.6.1.4.
12.4	NATURAL HAZARDS 12.4.6.1.1 (P) 12.4.6.2.1 (C)	Discretionary The northwestern portion of the site is shown to be within the Coastal Hazard 2 area.



		 <i>Figure 14: Image showing CHZ2 area as it affects the site.</i> As the proposal will result in a parking area and minor excavations within the Coastal Hazard 2 area, it is considered that consent is triggered. There is no pathway for excavations with the CHZ2 as a Controlled or Restricted Discretionary Activity and therefore the activity defaults to Discretionary.
12.5	HERITAGE	Not Applicable. The proposed works will not affect any notable trees, historic sites, buildings or objects. The proposed works are not located within a heritage area or precinct.
12.6	AIR	Deleted Chapter
12.7	LAKES, RIVERS WETLANDS AND THE COASTLINE	Permitted. The 20m setback applies to both the site and the legal road (the legal road assumes the adjoining zoning). A small portion of the crossing will be located within the 20m setback. Impermeable surfaces which are associated with a legally formed and maintained road are exempt from the setback provisions under Rule 12.7.6.1.1(vii). The crossing is considered to form part of the legal road meeting this exemption.

		The proposal is therefore assessed as a Permitted Activity.
12.8	HAZARDOUS SUBSTANCES	Not applicable
12.9	RENEWABLE ENERGY AND ENERGY EFFICIENCY	Not applicable.
Chapter 15 – Transportation		
15.1.6A	TRAFFIC	Permitted Activity The maximum daily one-way traffic movements as a permitted activity within the Commercial zone is 200. Reference is made to Appendix 3A in Part 4 of the ODP to determine the traffic movements created by the proposed carpark and picnic area. There is no specific TIF stated for a carpark and as such, in accordance with Clause 3A.2, <i>'If there is no TIF in Appendix 3A for the activity that is being considered, the TIF for the activity in Appendix 3A that is closest in scale, intensity and character to the activity being considered may be used.'</i> It is considered that the closest activity to the proposal would be a Boat Ramp, given that the proposed carpark will predominantly cater for vehicles utilising the boat ramp located across the road from the site. A Boat Ramp is stated as having a TIF of 200 per ramp. It is noted that given the number of parking spaces available on the site, the total daily traffic movements are expected to be 50, increasing to as many as 130 during the peak of the holiday season. This is well within the permitted threshold for the zone. This would indicate that the proposal is considered to be permitted in terms of Section 15.1.6A of the ODP.
15.1.6B	PARKING	Permitted Activity



		The proposal is not establishing an activity, considering that the purpose of the proposal is to provide carparking for an existing boat ramp. The proposal will provide parking for 15 vehicles and trailers within the upper level and eight carparking spaces within the lower level. The carpark spaces provided will comply with the car parking standards. It is considered that the proposal does not trigger consent under Section 15.1.6B of the ODP.
15.1.6C	ACCESS	Permitted Activity The proposal does not include the formation of a private accessway. The application has been sent to NZTA given access will be from a State Highway. No response has been received from NZTA at time of lodgment however it is offered that the crossing place will be constructed in accordance with NZTA requirements. The email sent to NZTA is included within Appendix 10 of this application. It is considered that the proposal does not trigger consent under Section 15.1.6C of the ODP.

Overall Activity Status under the Operative District Plan

3.2 The assessment above has identified the following infringements to the Operative District Plan:

- 12.4.6.1.1 Coastal Hazard 2 Areas

3.3 The land-use proposal will be assessed a **Discretionary Activity** in accordance with *Rule 12.4.6.3*. An assessment of the Assessment Criteria within Section 12.4.7 will be made as part of this application.

Proposed District Plan

3.4 Council has considered the Panel recommendations and on the 11 June 2026 has made a decision to adopt the majority of these decisions, including those which relate to this



application. The decisions were released on the 30th June under section 86B(1), and at this stage all PDP rules have legal effect. Currently, there is a 30-working day period for submitters to appeal.

- 3.5 All applications for resource consent that are now being processed require a full assessment of the standards, rules, objectives and policies of the Decisions Version of the PDP-DV to enable the continued processing of the application. As such, an assessment of the relevant rules and standards have been undertaken below in order to enable processing of the application.
- 3.6 The subject site is split zoned as Mixed Use and General Residential under the PDP, with the proposed works occurring within the portion of the site zoned as Mixed Use (pink shade). The site is also within the Coastal Environment Overlay, with a small portion being susceptible to the Coastal Flood zone overlay.

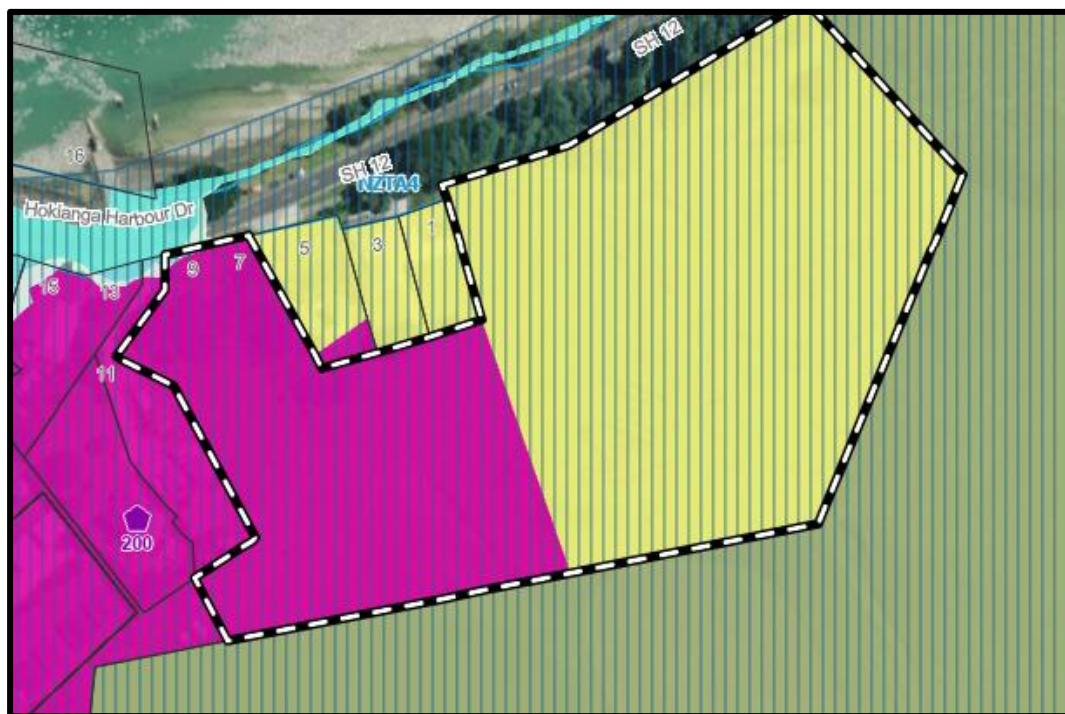


Figure 15: PDP mapping of the site.

- 3.7 An assessment of the rules in relation to the Mixed Use zone and the Coastal Environment Overlay as well as other District Wide Matters have been undertaken below.



Table 3 – Assessment against the PDP notified rules		
Plan Reference	Rule	Compliance of Proposal
Area Specific Matters – Zone		
Mixed Use Zone		
MUZ – R1	New buildings or structures and relocated buildings, or extensions or alterations to existing buildings or structures	Permitted PER-1 The new building or structure and relocated building, or extensions or alterations to an existing building or structure, will accommodate a permitted, controlled or restricted discretionary activity. <i>Comment: Complies – The proposed activity is a car park which is considered a Permitted activity.</i> PER-2 The new building or structure, relocated buildings or extension or alteration to an existing building or structure that increases the existing building footprint complies with the following standards except where the building or structure is associated with an electric vehicle charging station: <u>MUZ-S1 Maximum height;</u> <i>MUZ-S1 permits a height of 12m. The proposal complies with this.</i> <u>MUZ-S2 Height in relation to boundary;</u> <i>There will be a retaining wall located along the northern boundary which adjoins the General Residential zone. MUZ-S2 permits 55 degrees at</i>

		<i>2m above ground level at the northern boundary of the site. As per the Plan Set, the proposal complies with this.</i> <u>MUZ-S3 Setback (excluding from MHWS or wetland, lake and river margins);</u> <i>MUZ-S3 permits a setback of 3m from the boundary of a site zoned General Residential, with an exemption from this standard for fences or walls no more than 2m in height above ground level. The proposed retaining wall is considered to meet this exemption, such that the proposal complies with this standard.</i> <u>MUZ-S4 Pedestrian frontages;</u> <i>Not applicable</i> <u>MUZ-S5 Verandahs;</u> <i>Not Applicable.</i> <u>MUZ-S6 Outdoor storage;</u> <i>Not Applicable.</i> <u>MUZ-S7 Landscaping and screening on road boundaries;</u> <i>A condition is offered to ensure at least 50% of the road boundary not occupied by buildings or driveways will be landscaped with plants or trees which will achieve 1.8m height at maturity. Complies.</i> <u>MUZ-S8 Landscaping and screening for sites adjoining a site zoned residential, open space or rural residential;</u>
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		<i>Landscaping for sites which adjoin any sites other than mixed use or light or heavy industrial zones. The site adjoins General residential along the northern boundary and Rural Production along the southern boundary. Conditions of consent are offered to ensure compliance with this standard.</i> <u>MUZ-S9 Coverage;</u> <i>Given the large area of the site that will remain undeveloped, there will be at least 10% of the site which will remain in grass. Complies.</i> <u>MUZ-S10 Colours and materials (Opuā Marine Business Park);</u> <u>MUZ-S11 - Landscaping revegetation and fencing (Opuā Marine Business Park); and MUZ-S13 Site amenity and design (Opuā Marine Business Park).</u> <u>MUZ-S12 Site amenity and design (Opuā Marine Business Park)</u> <i>Not applicable as relates to Opuā Marine Business District.</i> PER-3 <i>Not applicable as proposal is not for an extension or alteration.</i> PER-4 <i>Not applicable as the site is not within an airport protection surface area.</i> PER-5
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		<i>Not applicable as there are no buildings or structures associated with EVCS proposed.</i>
MUZ-R2	Commercial Activity (excluding supermarkets)	Not Applicable.
MUZ-R3	Visitor Accommodation	Not Applicable.
MUZ-R4	Residential Activity	Not Applicable.
MUZ-R5	Healthcare facility	Not Applicable.
MUZ-R6	Community facility	Permitted. PER-1 The new building or structure, relocated building or extension or alteration to an existing building or structure on the site, does not exceed GFA 450m². <i>Comment – proposal would be defined as a community facility given it will be utilised by members of the community for recreational purposes. Rule relates to GFA, which is not applicable to the proposal given no buildings are proposed.</i> <i>The proposal is considered Permitted in terms of this rule.</i>
MUZ-R7 – MUZ-R22	Not applicable as does not relate to the subject proposal.	
District Wide Matters - General		
Coastal Environment		
CE-R1	New buildings or structures and relocated buildings,	Permitted.



	and or extensions or alterations to existing buildings or structures.	PER-1 If a new building or structure and relocated building is located in the General Residential zone, Mixed Use zone, Light Industrial zone, Russell / Kororāreka zone, Māori Purpose zone – Urban, Orongo Bay zone, Hospital zone, or Kauri Cliff zone - Golf Living Subzone, or Waitangi Estate zone – Whakanga (Tourism) Subzone and Matauri Bay subdivision approved by RC206090 it: 1. is no greater than 300m²; 2. is located outside high or outstanding natural character areas; and 3. complies with: a. CE-S1 Maximum height; b. CE-S2 Colour and materials; and c. CE-S4 Setbacks from MHWS. PER-1(1) does not apply to: the Mixed-Use zone, Light Industrial zone, Māori Purpose zone – Urban and Hospital zone and Waitangi Estate zone – Whakanga (Tourism) Sub zone within the following settlements: Coopers Beach, Mangonui, Opua, Paihia and Waitangi, Rawene, and Russell / Kororāreka. <i>Comment –</i> <i>The proposal is located within the Mixed-Use Zone so PER-1 applies.</i> <i>PER-1(1) is not applicable as site is within Mixed Use zone.</i> <i>PER-1(2) - The site is not subject to high or outstanding natural character areas.</i> <i>PER-1(3) –</i>
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		<i>CE-S1 – maximum height is complied with.</i> <i>CE-S2 – colours and materials are complied with.</i> <i>Condition of consent is offered to ensure carparking surfaces is a recessive colour.</i> <i>CE-S4 – setback from MHWS – this standard does not apply as there is a legally formed and maintained road between the property and MHWS.</i> PER-2, PER-3 & PER-4 are not applicable to the proposal as the proposal is Permitted under PER-1.
CE-R2	Earthworks or indigenous vegetation clearance.	Restricted Discretionary PER 1- not applicable. PER-2 The earthworks or indigenous vegetation clearance is not provided for within CE-R3 PER-1 but it complies with standard CE-S3 Earthworks or indigenous vegetation clearance. <i>Comment:</i> <i>CE-S3 permits 100m² of earthworks within areas outside of outstanding natural character and a cut height or fill depth of 1m. All exposed faces must be screened if visible from a public place.</i> <i>The proposal exceeds this given the excavation area is anticipated to be 7000m². The proposal will also include cut heights and fill depths which exceed 1m.</i> Consent required.
CE-R3 – CE-R7	Not applicable to this application.	



District Wide Matters - General

Coastal Hazard Areas

There is a very small area within the north-western corner of the site which is covered by Coastal Flood Hazards. There will be no buildings or structures located within this area. The construction of the vehicle crossing will occur in this area as well as the driveway (which has been confirmed to not fall under the definition of a structure). Assessment of this chapter has been undertaken below.



Figure 16: Image showing small area of site affected by coastal flood hazards.

CE-R8	Extensions and alterations to existing buildings and structures (excluding infrastructure)	Not Applicable. The proposal does not include extensions or alterations to existing buildings or structures.
CE-R9	Maintenance, repair or upgrading of infrastructure, including structural mitigation assets	Not Applicable. The proposal does not include maintenance, repair or upgrading of infrastructure.
CE-R10	New buildings or structures and relocated buildings	Permitted. PER-1 The building or structure and relocated building is one of the following:

		i. above ground buildings and structures with a GFA or footprint of 10m² or less and are not used for a vulnerable activity. ii. decks less than 30m² and less than 1m in height. <i>Comment –</i> <i>The carpark is defined as a structure and does not meet (i) or (ii). PER-1(1) not applicable.</i> PER 2 The building or structure and relocated building including any associated earthworks, does not direct coastal inundation onto other properties. <i>Comment –</i> <i>The proposed carpark will not direct coastal inundation onto other properties. Proposal complies.</i> PER-3 The structure is a telecommunications pole, including any attached antennas, ancillary equipment or line. <i>Comment –</i> <i>The structure is not a telecommunications pole. PER-1(3) not applicable.</i>
CE-R11	Building or structures ancillary to farming activities	Not Applicable.
CE-R12	New buildings and extension or alterations	Not Applicable.

	that increase the GFA of existing buildings	
CE-R13	Change in use to accommodate vulnerable activities within existing buildings Restricted Discretionary.	Not Applicable.
CE-R14	New structures (excluding buildings) and infrastructure, and extensions or alterations to existing structures (excluding buildings) and infrastructure	Not Applicable.
CE-R15	Activities not otherwise listed as a permitted or restricted discretionary activity within a coastal hazard area	Not Applicable.
CE-S5	Minimum floor levels	Not Applicable. No buildings are proposed.
CE-S6	Information requirements	Not Applicable. Resource consent is not triggered under this chapter and therefore no performance standards or matters of control/discretion are relevant.
District Wide Matters - General		
Earthworks		
EW-R1	Earthworks	Restricted Discretionary



		PER-1 The earthworks complies with standards: <u>EW-S1 Maximum earthworks thresholds:</u> <i>200m³ over 2500m² is permitted within the Mixed Use Zone. The proposal exceeds this given 12,300m³ over 7000m² of earthworks is proposed. Consent required.</i> <u>EW-S2 Maximum depth:</u> <i>EW-S2 – maximum depth of 1.5m or 3m if retained by an engineered retaining wall. The proposal will exceed this. Consent required.</i> <u>EW-S3 Accidental discovery protocol:</u> <i>Complies.</i> <u>EW-S4 Site reinstatement:</u> <i>Complies.</i> <u>EW-S5 Erosion and sediment control:</u> <i>Complies.</i> <u>EW-S6 Setbacks:</u> <i>Unretained earthworks will be located 1m from the north-eastern side of the vehicle entrance and a minimum of 1.5m elsewhere. Retained earthworks will be located a minimum 2 metres from boundaries. As such, consent is sought for unretained earthworks within 3 metres of boundaries. Consent required.</i> <u>EW-S7 Land stability:</u> <i>Complies.</i>
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		<u>EW-S8 Nature of filling material; and</u> <i>Complies.</i> <u>EW-S9 Flood and coastal hazards.</u> <i>There will be some earthworks located within the coastal flood hazard area as below:</i> <i>CHZ 3 – 24.8m³ over 50m² at a depth of 400mm within site. 12m² area within road reserve</i> <i>CHZ2 – 16m³ over 40m² at 400mm depth. The proposal is not considered to result in loss of flood storage volume and as such is assessed as compliant with this standard.</i>
District Wide Matters – Energy, Infrastructure & Transport Transport		
TRAN-R1	Parking	Permitted. PER-1 With the exception of PER-2, parking spaces and loading spaces are located on site and they shall not be located over any footpaths, access, manoeuvring, or outdoor living areas. <i>Comment –</i> <i>Proposal complies.</i> PER-2 <i>No stacked parking is proposed. Not applicable.</i> PER-3 Parking spaces and loading spaces are permanently marked or delineated, except when they are:

		1. associated with a residential unit which is not a multi-unit development; or 2. associated with the fuel refill and pumps at service stations. <i>Comment –</i> <i>Parking spaces will be permanently marked.</i> PER-4 All parking and loading spaces comply with: TRAN-S1 Requirements for parking. <i>Comment –</i> TRAN-S1 – 1. The minimum number of on-site bicycle spaces are provided for each activity in accordance with TRAN-Table 1 - Minimum number of bicycle parking spaces <i>The proposal does not fall under any of the activities listed within TRAN-S1 and therefore number of bicycle parking spaces is nil. The proposed carparking area is for vehicles with boat trailers and vehicles utilising the lower-level parking area. Provision for bicycle parking is not considered to be a requirement.</i> 2. The minimum number of accessible car parking spaces must be provided in accordance with TRAN-Table 2 - Minimum number of accessible car parking spaces and TRAN-Table 3 – Theoretical parking demand factor;
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		<i>In terms of TRAN-Table 3, the closest activity to the proposal would be 'Other Public Amenities' under 'Recreation Activities', which has a 'Nil' Theoretical parking demand. Given the theoretical parking demand is nil, when calculating the number of accessible car parking spaces under TRAN-Table 2, this results in nil also, given it is based off the calculation within TRAN-Table 3. As such the minimum number of accessible and non-accessible car-parking spaces is nil.</i> <i>Given that the proposal is for public benefit and is not directly linked to any other activity, the nil requirement is consistent with the purpose of the activity.</i> 3. Loading spaces for commercial activities, offices, industrial activities, commercial service activities, hospital activities, and educational facilities are provided on site in accordance with TRAN-Table 4 - Minimum on-site loading bay requirements; <i>Not applicable.</i> 4. End-of-trip facilities for commercial activities, offices, industrial activities, commercial service activities, hospital activities and educational facilities are provided for staff use in accordance with TRAN Table 5 - End of trip facility requirements; <i>Not applicable.</i>
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		5. All on-site car parking and manoeuvring areas are provided in accordance with TRAN-Table 6 - Parking and manoeuvring dimensions; and <i>Proposal will comply.</i> 6. If any activity is not represented within TRAN-Table 1 - Minimum number of bicycle parking spaces then the activity closest in nature to the proposed activity shall apply, provided that where there are two or more similar activities in the table, the activity with the higher bicycle parking rate shall apply. <i>The proposal is represented under 'All other activities' which has a 'nil' requirement for bicycle parking spaces. Given the intended use of the carparking spaces, bicycle parking is not considered a requirement.</i> 7. Short stay bicycle parking spaces required under TRAN-Table 1 shall: a. Be clearly visible or signposted. b. Be located within 30m of public entrances to the activity. c. Consist of stands that are securely attached to an immovable object such as a wall or the ground. <i>Not applicable.</i> 8. Long stay bicycle parking spaces required under TRAN-Table 1 shall be undercover and secure from theft. <i>Not applicable.</i>
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TRAN-R2	New or altered vehicle crossings and access, including private accessways (excluding access from a State Highway or Limited Access Road)	Not Applicable Site is accessed via State Highway and therefore this rule does not apply.
TRAN-R3	Design and location of pedestrian access for allotments where vehicle access is not provided.	Not Applicable. Vehicle access will be provided for.
TRAN-R4	Vehicle crossings near railway level crossing	Not Applicable. The vehicle crossing is not near a railway level crossing.
TRAN-R5	New buildings, structures, and relocated buildings and trees near railway level crossings	Not Applicable.
TRAN-R6	Maintenance of existing transport infrastructure and existing vehicle crossings within the existing road corridor	Permitted Note: Works within the State Highway network requires the approval of NZTA. Works within the local road network requires the approval of the Far North District Council. <i>Comment –</i> <i>NZTA have been contacted as part of the pre-application process. Any works within the road corridor will be as per the conditional approval to be provided by NZTA.</i>
TRAN-R7	Upgrading of existing transport infrastructure	Not Applicable. No upgrade to the road is proposed.

	within the existing road corridor.	
TRAN-R8	Electric vehicle charging stations	Not Applicable. No EV parking is provided for.
TRAN-R9	Trip generation	Permitted. PER-1 The use or development is no greater than the thresholds in TRAN-Table 12 - Trip generation. <i>Comment –</i> <i>There is no activity listed and hence the threshold within Table 12 is 200 ECM trips per day or 40 ECM trips per hour. As detailed earlier in this report, the proposal can adequately comply with this.</i> PER-2 <i>Not applicable as the proposal does not include subdivision.</i>
TRAN-R10	Maintenance or upgrading of the Pou Herenga Tai Twin Coast Cycle Trail	Not Applicable.
TRAN-R11	New sections of the Pou Herenga Tai Twin Coast Cycle Trail	Not Applicable.
TRAN-R12	New roads including within unformed paper roads	Not applicable. No new road is being created.
TRAN-R13	New or altered vehicle crossings accessed from a State Highway or a Limited Access Road.	Restricted Discretionary RDIS-1 The new or altered vehicle crossing is constructed, designed and located so that it

		complies with standard: TRAN-S2 Requirements for vehicle crossings. <i>Comment – Consultation has been had with NZTA and the crossing will be constructed in accordance with the stipulated conditions from NZTA.</i>
TRAN-R14	Activities not otherwise listed in this chapter	Not Applicable.

Overall status under the Proposed District Plan

3.8 The assessment above has identified that the proposal results in the following infringements under the PDP:

- Coastal Environment – CE-R3 Earthworks – given volume of earthworks proposed as well as cut/fill heights.
- Earthworks – EW-R1 - given volume of earthworks proposed, cut/fill heights and setback distances of unretained earthworks from boundaries.
- TRAN-R13 – As new vehicle crossing from State Highway

3.9 The proposal has been assessed as a **Restricted Discretionary Activity** under the PDP for the infringements detailed above.

Proposed Regional Plan for Northland

3.10 The Proposed Regional Plan for Northland has now been updated to include all provisions arising from the resolution of appeals in the Environment Court. Now that all appeals have been resolved, all rules in the Proposed Regional Plan must be treated as Operative, in accordance with Section 86F of the RMA.

3.11 Given the volume of earthworks and the area that these earthworks will cover, Regional Consent is sought. This will be obtained in conjunction with this application.

National Environmental Standards

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

- 3.12 The NES-CS sets out requirements for development on land which currently has, or has in the past had a Hazardous Activity or Industry operate on it. These prescribed activities are listed in the HAIL.
- 3.13 In regard to this proposal, the area in which works will be undertaken has not been assessed as a HAIL site. As such the proposal is considered a permitted activity insofar as this regulation.

National Environmental Standards for Freshwater

- 3.14 The NES-F sets out requirements for carrying out activities identified as posing a risk to the health of freshwater and freshwater ecosystems, and to ensure the objectives and policies within the National Policy Statement for Freshwater Management (NPS-FM) are met.
- 3.15 There are no known natural inland wetlands within proximity to the subject site. The proposal is not considered to affect the passage of fish or result in reclamation of any rivers. As such, it is considered that the proposal does not trigger assessment under the NES-F.

Top Energy

- 3.16 It is noted that works will be required within proximity to overhead powerlines. Top Energy have been contacted by the Project Manager and discussions are currently underway on safety during construction.

4.0 STATUTORY ASSESSMENT

Section 104B of the Act

- 4.1 Section 104B governs the determination of applications for a Discretionary Activity. A consent authority may grant or refuse consent and impose conditions under section 108.
- 4.2 This relates to the consent required under the ODP in relation to infringements for works within the CH22 area.



Section 104C of the Act

- 4.3 Section 104C governs the determination of applications for Restricted Discretionary Activities, When considering an application for resource consent, a consent authority must consider only those matters over which a discretion is restricted in national environmental standards or other regulations, or it has restricted the exercise of its discretion in its plan or proposed plan. The consent authority can grant or refuse the application. If the application is granted, the consent authority may impose conditions under Section 108 only for this matters listed above.
- 4.4 This relates to the consent required under the PDP-DV in relation to infringement of earthworks within the coastal environment and exceedance of maximum thresholds in terms of volume, area and setbacks under the Earthworks Chapter as well as a new crossing place being constructed from the State Highway.

RMA Section 104

- 4.5 The application proposal is subject to the matters set out in Section 104.
- 4.6 Section 104(1) of the Act states that when considering an application for resource consent –

“the consent authority must, subject to Part II, have regard to –

- (a) any actual and potential effects on the environment of allowing the activity; and*
- (ab) any measure proposed or agreed to by the applicant for the purpose of ensuring positive effects on the environment that will or may result from allowing the activity; and*
- (b) any relevant provisions of –*
 - i. a national environmental standard:*
 - ii. other regulations:*
 - iii. a national policy statement:*
 - iv. a New Zealand Coastal Policy Statement:*
 - v. a regional policy statement or proposed regional policy statement:*
 - vi. a plan or proposed plan; and*
- (c) any other matter the consent authority considers relevant and reasonably necessary*



to determine the application.”

- 4.7 Actual and potential effects arising from a development as described in 104(1)(a) can be both positive and adverse (As described in section 3 of the act). Positive effects arising from this development include a safe access and carpark which can be utilised for parking of vehicles towing a boat trailer. This will enhance the use of the nearby boat ramp whilst providing for the social, economic and cultural well-being of the community as well as visitors to the community. The proposal will result in a safer experience for visitors and residents of the area, especially within the busier summer periods, as the proposed carpark will offer additional carparking spaces, removing congestion and dangerous parking along the State Highway.
- 4.8 Potential adverse effects relate to the effects of constructing a lower-level carpark in an area shown as being within the Coastal Hazard 2 Area under the ODP, as well as effects from the required earthworks to establish the carpark and a new access from the State Highway.
- 4.9 Section 104(1)(ab) requires that the consent authority consider ‘any measure proposed or agreed to by the applicant for the purposes of ensuring positive effects on the environment to offset or compensate for any adverse effects on the environment that will or may result from allowing the activity’. In this case the proposal is not of a scale or nature that would require specific offsetting or environmental compensation measures to ensure positive effects on the environment. In fact the project in itself is providing a positive community effect in addressing a well-known issue in the area. It is considered that all potential adverse effects can be managed within the subject lot boundaries.
- 4.10 Section 104(1)(b) requires the consent authority to consider the relevant provisions of the above listed documents. An assessment of the relevant statutory documents that corresponds with the scale and significance of the effects that the activity may have on the environment has been provided within Section 5.
- 4.11 Section 104(1)(c) states that consideration must be given to ‘any other matters that the consent authority considers relevant and reasonable, necessary to determine the application.’ There are no other matters relevant to this application.



Environmental Effects Assessment

- 4.12 Having reviewed the relevant plan provisions and taking into account the matters that must be addressed by an assessment of environmental effects as outlined in Clause 7 of Schedule 4 of the Act, the following environmental effects warrant consideration as part of this application.
- 4.13 The Council has broad discretion to consider all effects in the context of the primary objectives and policies for the relevant zoning and wider District Plan matters. The majority of the zone and district-wide matters are complied with, and potential adverse effects are assessed to be within acceptable permitted standards.
- 4.14 In terms of the ODP Commercial Zone and PDP-DV Mixed Use zone, the proposal has been assessed as Permitted in terms of the underlying zone rules, such that it is considered that the development would not be contrary to the underlying principles and intentions of the zones. The proposal will see a public carpark provided which will support the local economy and increase safety of the road network, reducing congestion and providing safer parking and better manoeuvring within close proximity to the public boat ramp. The proposed carpark provides ample area for vehicles and boat trailers, ensuring safe access and egress on to the roading network. A pedestrian footpath will be provided within the site to ensure pedestrian safety when utilising the carpark. THE PDP-DV MUZ focus is stated as being *‘to revitalise urban centres and support business owners, residents and visitors, while ensuring effects are appropriately managed.’* It is considered that the proposal achieves this given the carpark will support a wide range of businesses, residents and visitors as well as ensuring effects during construction and post construction are managed within the site boundaries. The proposal is a welcomed development by the local community and local hapu as is detailed within the response provided from the community meeting held by Ngati Korokoro Hapu (**Appendix 9**).
- 4.15 An assessment of the topics which require land use consent under both the ODP and PDP-DV have been detailed below.

Coastal Hazard Zone 2

- 4.16 As detailed, the north-western corner of the site is identified as being within the CH22 area under the ODP Maps. This overlay has been removed under the PDP and NRC maps such that it does not apply under the updated mapping systems. Nonetheless, assessment of the



proposal and the effects of excavations within the CHZ2 area is undertaken as part of this application.

- 4.17 It is anticipated that the new vehicle crossing, a portion of the access, lower level carparking and picnic area will be located within the area identified as being susceptible to CHZ2. There are no buildings proposed within this area as defined under the ODP, however there will be some excavation required.
- 4.18 Cook Costello covered Natural Hazards within the Geotechnical Investigation Report (GIR) (**Appendix 6**), where it was concluded that *'the coastal hazard is not considered a risk to the site as it barely encroaches on the northwestern boundary.'*
- 4.19 Rule 12.4.6.1.1 states that any excavation or filling may be permitted in CHZ2 so long as the works are for the purpose of the stated activities within the rule. The proposed excavations will not be for the purpose of such activities and therefore cannot comply with the permitted thresholds. Controlled Activity Rule 12.4.6.2.1 identifies a pathway for buildings and additions to existing buildings, which the proposed works do not fall under. As such, there is no pathway as a Controlled or Restricted Discretionary Activity for excavations or filling within the ODP, such that the proposed activity defaults to a Discretionary Activity in accordance with Rule 12.4.6.3.
- 4.20 An assessment of the relevant criteria within Section 12.4.7 has been undertaken below.

(a) the degree to which the activity may cause or exacerbate natural hazards or may be adversely affected by natural hazards, and therefore increase the risk to life, property and the environment;

- 4.20.1 As mentioned, the site is not identified as being susceptible to the CHZ2 under the PDP or NRC Hazard Maps and as such, the proposal is not anticipated to cause or exacerbate natural hazards nor be adversely affected by natural hazards. This area of the site will not contain any such structures identified as buildings under the ODP and therefore increases in the risk to life, property and the environment are not anticipated.

(b) the extent to which the activity may adversely affect cultural and spiritual values;



4.20.2 The relevant Hapu have been consulted with as part of the pre-application process with no concerns raised.

(c) the degree to which any proposed activity is compatible with the maintenance of the natural character of the environment;

4.20.3 The natural character of the environment is not anticipated to be adversely affected given the proposal will result in a carparking area which is considered compatible with the surrounding environment.

(d) the effects on amenity values, landscape values, heritage features and indigenous habitats and ecosystems, especially in the coastal environment and associated with rivers, lakes, wetlands and their margins;

4.20.4 The site is not located on the margin of a river, lake or wetland. No adverse effects on indigenous habitats and ecosystems are anticipated given all effects will be managed within the site boundaries where these features do not exist. No heritage features have been identified within the site. Landscape and amenity values are considered to be maintained given the proposal will result in a carparking area. Amenity values are also considered to be improved given the proposal will result in less demand and overflow parking within other undesignated areas of the surrounding environment and enabling ample parking area to service the area.

(e) the effects on natural features, such as beaches, sand dunes, mangrove areas, wetlands and vegetation, which have the capacity to protect land and structures from natural hazards;

4.20.5 No adverse effects on natural features are anticipated.

(f) any adverse effects on water quality;

4.20.6 No adverse effects on water quality are anticipated as erosion and sediment controls will be in place to contain sediment from excavations within the site.



(g) any adverse effects of the activity on any archaeological sites;

4.20.7 HNZPT and local Hapu have been contacted as part of the pre-application process with no adverse effects raised. An Archaeological Assessment has been completed for the site which determined there were no archaeological sites identified.

(h) any effect on the life supporting capacity of soil;

4.20.8 No adverse effects are anticipated. Over half of the site will remain undeveloped.

(i) the potential impact of sea level rise;

4.20.9 The proposed use of the site is for carparking such that there will be no habitable structures on the site. The potential impact of sea level rise is therefore considered to be less than minor given the intended use of the site.

(j) in respect of fire risk to residential units:

(i) the degree of fire risk to dwellings arising from the proximity of the woodlot or forest and vice versa; and

(ii) any mitigation measures proposed to reduce the fire risk; and

(iii) the adequacy of the water supply; and

(iv) the accessibility of the water supply to fire service vehicles.

4.20.10 Not applicable.

(k) any cumulative adverse effects on the environment arising from the activity;

4.20.11 No cumulative adverse effects are anticipated. The CHZ2 has been removed from the site under more recent mapping systems such that effects from the CHZ2 are considered to be less than minor.

(l) the potential need for ongoing maintenance and the potential effects of such maintenance;



4.20.12 Ongoing maintenance can be adequately undertaken within the site.

(m) the effects of any proposed option to either avoid, remedy or mitigate the effects of identified natural hazards;

4.20.13 The proposal is considered to mitigate effects by utilising this portion of the site for a non-habitable use. The carpark and picnic area will be utilised on an infrequent basis and if effects from natural hazards are gradually identified, these can be easily actioned and/or remedied.

(n) the ability to monitor the effects of the activity and take remedial action (e.g. removal) if necessary;

4.20.14 As above.

(o) the extent to which any proposed activity or works intended to provide protection from natural hazards will result in the effects of the natural hazard being transferred to another location.

4.20.15 There are no works intended to provide protection from natural hazards. As mentioned, the CHZ2 overlay is removed from the site under more recent mapping systems. The intended use of the site would not transfer the hazard to another location.

Summary

4.21 Overall, it is considered that the proposed use of the site is suitable given it will not result in any habitable structures within areas susceptible to coastal erosion. As detailed, the CHZ2 overlay has been removed from the site under more recent mapping systems such that this would not be a trigger for resource consent under the new policy. Actions can easily be taken for remediation if necessary. It is considered that the effects of the activity within the CHZ2 area are less than minor, for reasons stipulated in the above assessment.

Earthworks

4.22 As detailed, the proposal results in an excavation volume of 12,300m³ over an area of 7000m². Regional Consent is also sought given the volume and area of proposed earthworks. The proposal will also result in a cut depth of 6.5 metres and a fill depth of 5 metres. Unretained



earthworks will also be located a minimum of 1 metre from the north-eastern side boundary of the vehicle entrance, with all others being 1.5 metres from boundaries.

- 4.23 Cook Costello have completed a Geotechnical Investigation Report (GIR) which is contained within **Appendix 6**. The GIR provided detailed Earthworks options and recommendations within Sections 5.7.3 and 5.7.4. Please refer to the GIR for further detail.
- 4.24 The GIR concluded that given the weak, highly plastic residual soils and inherent slope stability, earthworks were to be undertaken with care. Three conceptual development approaches were provided within the GIR for the basis for further design development. The GIR has recommended further detailed geotechnical design and investigation at a later stage. The GIR also provided a list of recommendations for earthworks as well as recommending that earthworks shall be monitored.
- 4.25 In relation to the Coastal Environment Overlay, effects from earthworks relate to visual effects and the effects earthworks may have on the natural character of the surrounding environment and any areas of outstanding character. Effects on cultural and historic values and sites are also of concern as well as presence and dominance of any structures and/or buildings in the natural environment. The earthworks chapter is more focused on the physical effects of the earthworks and how sediment, dust and erosion will be managed on the site. Effects of stormwater and risk of natural hazards are also of key concerns. The two chapters raise different criteria to consider when a consent for earthworks is triggered and as such, these criteria's will be detailed below.

Earthworks Chapter

- 4.26 The matters of discretion within PDP-DV EW-R1 are listed as follows:

a. the location, scale and volume;

- 4.26.1 The location of the earthworks are as per the site plan, with the volume being estimated as 12,300m³ over an area of 7000m². Cut and fill heights are detailed below.

b. depth and height of cut and fill;



4.26.2 As detailed, the maximum cut height will be 6.5 metres taken from the subgrade and occurs at the carpark transverse and the maximum fill depth will be 5 metres. See Plan Set for further detail.

c. the nature of filling material and whether it is compacted;

d. the extent of exposed surfaces or stockpiling of fill;

4.26.3 See GIR for further detail.

e. erosion, dust and sediment controls;

4.26.4 In the absence of any other approved documentation, it is taken that Auckland Council document GD05 (Erosion and Sediment Control Guide for Land Disturbing Activities in the Auckland Region) will form the basis of erosion and sediment control during the construction period.

4.26.5 The preparation of a fully detailed erosion and sediment control plan for the construction works will be a requirement of the construction contract and is, to some extent, dependant on the construction contractor's works methodology. As a minimum, however, it is expected that the sediment and erosion control plan will include construction during the autumn, and the installation of cut-off drains around the perimeter off the earthworks, the use and maintenance of silt fences and haybales to mitigate stormwater sediment loads.

4.26.6 On completion, stormwater from the sealed areas (parking areas and access road) will be discharged to the public stormwater network.

4.26.7 The un-sealed parts of the site will be finished in grass and landscaping trees, and stormwater from these areas will be directed to the existing water table on the southern side of State Highway 12 – this is its present state, and the volume of stormwater discharged will be somewhat less than at the present.

f. the risks of natural hazards, particularly flood events;

4.26.8 Only a small portion of the site is shown to be susceptible to coastal floodings. The proposed works are not considered to exacerbate flooding in this area. The GIR confirmed that the risk from flood events and coastal erosion are less than minor given the small extent which affects the site.



4.26.9 In terms of effects of settlement and land instability, the GIR has covered this in depth, with the mitigation measures proposed to ensure effects are less than minor.

g. stormwater controls;

h. flood storage, overland flow paths and drainage patterns;

4.26.10 The use of stormwater cutoff drains will reduce the surface water runoff to those adjoining properties, with the speculative improvement in surface water conditions and local site stability. Overland flow paths will be diverted if within work areas to ensure that stormwater is adequately controlled.

i. the stability of land, buildings and infrastructure;

4.26.11 Land stability has been investigated by Cook Costello Limited, and a copy of their geotechnical report is available.

4.26.12 The existing land topography is moderately steep and shows evidence of surface slippage. The geotechnical report indicates several areas of potential ground instability – these fall in the general area of the proposed earthworks. The works proposed will rectify these instability issues.

j. natural character, landscape, natural features, historic heritage, spiritual and cultural values;

4.26.13 This is detailed in the next section.

k. the life-supporting capacity of soils;

4.26.14 The life supporting capacity of soils is not considered to be adversely affected given half of the site will remain undeveloped and the underlying urban zoning of the site which anticipates development of such purpose.

l. the location and use of infrastructure;

4.26.15 The development will connect to the public stormwater network once complete, with impervious areas directed to this system. No other onsite infrastructure is proposed.

m. temporary or permanent nature of any adverse effect;



4.26.16 The proposal is not anticipated to create adverse effects. The proposal will result in a permanent change to the site given the volume of earthworks required, however effects will be managed within the site boundaries.

n. traffic and noise effects;

4.26.17 The construction contractor will be required to prepare and implement a traffic control plan for approval by FNDC or NZTA, that will ensure safe and efficient working conditions for those engaged on the construction works and for local traffic and pedestrian safety.

4.26.18 Construction noise would, as a requirement of the construction contract, be required to comply with the relevant FNDC District Plan requirements.

o. time of year earthworks will be carried out and duration of the activity; and

4.26.19 It is envisaged that the works proposed would commence after the Waitangi Day holiday (thus avoiding the peak time of use of the Boat ramp and holiday traffic) and would likely encompass a total contract period of six months. In essence, the construction involves the removal of surplus soil from the site, and that work is best carried out during the dryer months of the year.

4.26.20 Site finishing work such as planting and the construction of kerbing and sealing can be done progressively during the autumn and early winter.

p. impact on visual and amenity values.

4.26.21 This is detailed below.

Coastal Environment Overlay

4.27 The matters of discretion listed within PDP-DV CE-R3 are stated as follows:

a. The matters listed in CE-P10

b. Positive effects

4.28 The matters listed within CE-P10 are as follows:

Consider the following matters where relevant when assessing and managing the effects of land use and subdivision on the coastal environment:



a. the presence or absence of buildings, structures or infrastructure;

4.28.1 The proposal will result in carparking within the site as well as a picnic area for locals and visitors to the area. Currently the site is vacant land, overgrown with gorse and kikuyu. The proposal will see an increase in impermeable surfaces, with the carpark technically being defined as a structure under the RMA, however these structures will not be obtrusive or incompatible with the surrounding environment. The use of a recessive colour scheme has been offered as well as landscaping in accordance with the permitted MUZ rules, such that the structures and impermeable surfaces on site will be visually obscured and blended into the natural environment. The presence of such structures is not considered to be incompatible with the surrounding environment.

b. the temporary or permanent nature of any adverse effects, including any cumulative effects;

4.28.2 Adverse effects are considered to be mitigated to a less than minor degree. Visual effects will be mitigated via the use of a recessive colour for the pavement of the carparking as well as landscaping as required by the MUZ rules. Erosion and sediment controls will be in place during construction such that effects will be managed within the site boundaries. As such, temporary effects will be managed on site, with no permanent adverse effects anticipated. Cumulative effects will also be managed by ensuring stormwater is adequately controlled and landscaping is maintained on an ongoing basis.

c. the location, scale and design of any proposed development;

4.28.3 The location of the proposal is as per the site plan and has been designed to accommodate vehicles and trailers, which meets the intended purpose of the design. The scale is considered to be minimal given half of the site will remain undeveloped.

d. any means of integrating the building, structure or activity into the wider landscape;

4.28.4 As detailed above, the pavement/surfacing of the carparking will be finished in darker tones i.e. if concrete is used oxide will be added, or tarmac will be used for example. This is offered



as a condition of consent as well as landscaping in accordance with the MUZ rules. These methods will integrate the activity into the landscape.

e. the ability of the environment to absorb change;

4.28.5 The surrounding environment consists of varying range of development, from commercial to residential, with the State Highway separating development from the Hokianga Harbour. The site is zoned MUZ and adjoins other MUZ zoned lots as well as General Residential. It is considered that given the site is located in an area which has existing development along the Harbours edge, the environment is capable of absorbing development of this nature.

f. the need for and location of earthworks or indigenous vegetation clearance and proposed mitigation measures;

4.28.6 No indigenous vegetation clearance is proposed. Earthworks are needed to establish the carparking areas, given the steep terrain of the site and the flat platform needed for parking areas. Mitigation measures include erosion and sediment control during excavations to control and manage sediment runoff. Post excavation, landscaping/planting and/or fencing will take place in accordance with the MUZ rules such that boundaries will be screened, mitigating visual effects as well as the use of a recessive colour for the paving of the carpark (dark asphalt or concrete with black oxide added or similar).

g. the operational or functional need of any infrastructure to be sited in the particular location;

4.28.7 Some power lines will need to be relocated to accommodate the proposal. Otherwise, no additional infrastructure is proposed.

h. any viable alternative locations or methods for the activity or development where significant adverse effects may arise;

4.28.8 No viable alternative locations or methods are considered appropriate. The design has been done to best suit the site and its constraints. The location is considered suitable and practical



given the close location of the site to the existing boat ramp. The proposal is not considered to create significant adverse effects.

- i. any historical, spiritual or cultural association held by tangata whenua, with regard to the matters set out in Policy TW-P6;*

4.28.9 TW-P6 states the following:

‘Consider the following when assessing applications for land use and subdivision that may result in adverse effects on the relationship of tangata whenua with their ancestral lands, water, sites, wāhi tapu and other taonga:

- a. any consultation undertaken with Iwi, Hapū or marae with an association to the site or area;*
- b. any Iwi/Hapū environmental management plans lodged with Council;*
- c. any identified sites and areas of significance to Māori;*
- d. whether a cultural impact assessment has been undertaken by a suitably qualified person who is acknowledged/endorsed by the Iwi, Hapū or relevant marae, and any recommended conditions and/or monitoring to achieve desired outcomes;*
- e. any protection, preservation or enhancement proposed;*
- f. any relevant treaty settlement legislation;*
- g. any relevant statutory acknowledgement area identified in APP2- Statutory acknowledgement areas;*
- h. Te Rautaki o Te Oneroa-a-Tōhe/ Te Oneroa-a-Tōhe (Ninety Mile Beach) Management Plan;*
- and*
- i. any relevant relationship agreements or arrangement between Council and any Iwi Authority or Hapū.’*

4.28.10 Consultation has been had Ngati Korokoro (see **Appendix 9**), who were in support of the application. Ngati Korokoro Hapu called a Public meeting on the 13th March 2026 which included discussion on the proposal. The conclusion from the meeting was that the community as well as local Hapu were in support of the proposal. There are no identified sites of significance within the subject site and the proposal is not considered to adversely affect any within the surrounding environment. A Cultural Impact Assessment was not requested and as such, none have been provided. No protection, preservation or enhancement has been requested and there are no known relevant treaty settlement legislation that would stop the proposal. The Hokianga Harbour is noted as a Statutory Acknowledgement Area, however the



proposal is not considered to create adverse impacts on the Harbour, given the intended use. Given local Hapu and the community have provided support to the application, it is considered that the matters set out within TW-P6 have been met.

j. the likelihood of the activity exacerbating natural hazards;

4.28.11 As detailed within this application, a portion of the site is shown to be susceptible to CHZ2 under the ODP, with this being removed under the PDP-DV and the NRC Maps. There is a small area of coastal flooding within the north-western portion of the site. Given minimal works will be contained within these areas, the proposal is not considered to exacerbate natural hazards.

k. the opportunity to enhance public access and recreation;

4.28.12 The proposal will significantly enhance public access and recreation given the proposal is intended to be utilised by the public. The lower carparking and picnic area will provide a recreation area for visitors and locals, while the boat trailer parking will improve public access and use of the boat ramp. The proposal will relieve pressure on the surrounding environment by providing a dedicated area for boat parking which will greatly decrease congestion during peak holiday periods.

l. potential effects of land use and subdivision on the coastal marine area and the overall quality of coastal waters;

4.28.13 Stormwater will be managed as detailed earlier in this report. Given this, no adverse effects on the CMA or quality of coastal waters is anticipated. Sediment and erosion will be managed on site during construction.

m. any positive contribution the development has on the characteristics and qualities, including restoration and enhancement;

4.28.14 The proposal provides a positive and superior outcome for the public and community. Characteristics and qualities will be enhanced by the final project, with the conditioned landscaping and/or fencing increasing amenity values. The site is currently under-utilised, and



the proposal will see the site utilised for a positive function which is much needed in the community.

n. the effects on the characteristics, qualities and values of the coastal environment, including natural character and natural landscape values and the quality and extent of indigenous biodiversity;

4.28.15 The site does not boast any significant natural character or landscape values given it is a vacant, unmaintained site. There are no known indigenous biodiversity within the site. The site and surrounding environment are in an area of mixed use, which has seen development occur along the coastline of the Hokianga Harbour. The proposal is considered to maintain the characteristics, qualities and values of this modified coastal environment given the proposal will result in a low-density development where structures can be adequately screened from the Hokianga Harbour.

o. the extent to which the land use and subdivision complements activities in the coastal marine area; and

4.28.16 The proposal will complement activities in the CMA, as it is intended to provide parking area for users of the boat ramp. This is the purpose of the proposal and is a much-needed activity given there is minimal parking areas available elsewhere in the area. The proposal will decrease congestion during peak holiday periods and provide a safe, practical area for vehicles and trailers to be parked while recreational fishers utilise the harbour.

p. whether the activity is on a previously approved building platform.

4.28.17 Not applicable.

Transport

4.29 As detailed, any new or altered vehicle crossing from a State Highway or Limited Access Road is assessed as a Restricted Discretionary Activity under the PDP-DV TRAN-R13. Any new or altered crossing is required to comply within TRAN-S2, where it is noted that minimum vehicle crossing widths to the State Highway network may be greater. NZTA has been consulted with as part of the pre-application process and the vehicle crossing will be designed to comply with



the requirements of the NZTA Approval Letter once received. NZTA have not yet provided a formal response to the proposal, however this is expected to be received during the course of the processing of this application.

4.30 Matters of discretion as listed within PDP-DV TRAN-R13 are as follows:

a. the use, location, design, and number of vehicle crossings;

4.30.1 Only one vehicle crossing is proposed. Location is as per the site plan, and design will be as per NZTA requirements. The use will be for the users of the carparking areas.

b. the ability to obtain alternative access;

4.30.2 No alternative access is proposed given the site has limited road frontage.

c. any adverse effects on the safe, efficient, and effective operation of the state highway;

4.30.3 The proposal will result in traffic movements which are permitted within the underlying zone. The site is within a low-speed area and given the highly developed nature of the surrounding environment, operating speeds are only anticipated to be 30 km/h. The proposal is considered to result in positive effects on the operation of the State Highway by providing a safe carparking area for users of the boat ramp as well as the general public, removing the need for these vehicles to park alongside the State Highway within undesignated parking areas. The proposal is not considered to result in adverse effects and will in fact result in positive and superior effects on the safe, efficient and effective operation of the state highway.

d. whether the vehicle crossing has sufficient sight distances;

4.30.4 Sight distances are well above the required amount. The east direction, which is the more restricted direction, has more than 60 metres sight distance available and the expected operating speed is only 30 km/h.

e. whether there are sufficient separation distances from other vehicle crossings and intersections;

4.30.5 There is sufficient separation distance from other vehicle crossings and intersections within this highly developed area.



- f. the design and construction is sufficient to allow appropriate manoeuvring, acceleration or deceleration due to the volume and speed of vehicles on the road; and*

4.30.6 Construction of the crossing place will be in accordance with the requirements from NZTA.

- g. the types of vehicles serving the site, their intensity, the time of day the site is frequented and likely trip.*

4.30.7 Given proximity to the boat ramp to the northwest of the site, it is anticipated that it will be predominantly used by users of the boat ramp, given there is limited parking area available for vehicles with boat trailers in the area. It is expected that the trailer parks would be used up to three times per day each during the peak holiday season and no more than once per day during the off season. This amounts to a maximum daily traffic movement of 50 for the site in off peak times increasing to 130 during peak times.

5.0 POLICY DOCUMENTS

- 5.1 In accordance with section 104(1)(b) of the Act the following documents are considered relevant to this application.

National Environmental Standards

National Environment Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011

- 5.2 As mentioned earlier in this report, there have been no previous or current activities listed on the HAIL, undertaken on the site. The proposal is therefore considered permitted in terms of the National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health 2011.

National Environmental Standards for Freshwater

- 5.3 The NES-F sets out requirements for carrying out activities identified as posing a risk to the health of freshwater and freshwater ecosystems, and to ensure the objectives and policies within the National Policy Statement for Freshwater Management (NPS-FM) are met. The proposal is permitted insofar as this legislation.



Other National Environmental Standards

- 5.4 No other National Environmental Standards are considered applicable to this development.

National Policy Statements

- 5.5 There are currently 10 National Policy Statements in place. These are as follows:
- National Policy Statement on Urban Development.
 - National Policy Statement for Freshwater Management.
 - National Policy Statement for Renewable Electricity Generation.
 - National Policy Statement on Electricity Networks
 - New Zealand Coastal Policy Statement.
 - National Policy Statement for Highly Productive Land.
 - National Policy Statement for Indigenous Biodiversity.
 - National Policy Statement for Greenhouse Gas Emissions from Industrial Process Heat 2023.
 - National Policy Statement for Infrastructure 2025
 - National Policy Statement for Natural Hazards 2025
- 5.6 The site is located within the Coastal Environment and as such the NZCPS is considered applicable to the proposal. Given the site is also shown to be partially susceptible to coastal hazards, the National Policy Statement for Natural Hazards (NPS-NH) is also considered applicable.

National Zealand Coastal Policy Statement

- 5.7 The NZCPS provisions apply to this proposal but are generally given effect to within the context of the District Plan and the higher order RPSN. The NZCPS is concerned with sustainable management of the coastal environment including its ecological function, and the preservation of its natural character and landscape values. Effects on Te Tiriti values, public access to the coast, coastal hazards and the wellbeing of people are also relevant considerations.
- 5.8 The site is within the coastal environment as mapped by the Regional Policy Statement for Northland. The current District Plan site zone where development will occur is Commercial. The PDP zoning is Mixed Use. Coastal values and features are to be managed via a coastal environment overlay. Matters relating to the preservation of natural character and associated



landscape and ecological values subject to building (visual amenity) that are directly relevant to RMA s6(a) matters of national importance.

- 5.9 The proposal will result in a parking area for the use of vehicles and trailers for the use and enjoyment of the public. The proposal is considered to compliment and support the existing activities in the area and will provide a positive outcome for social, cultural and economic aspects as well as a public space which is much needed in the community (Objective 4 & 6, Policy 18).
- 5.10 The proposal is considered to be consistent with the objectives and policies of the NZCPS as the integrity, form, functioning and resilience of the coastal environment will be maintained, given that all effects can be managed within the site boundaries. Stormwater will be disposed of to the existing reticulated network, with connection being confirmed as part of the pre-application process. Earthworks will be managed on site, with appropriate measures being made during construction to ensure that downstream effects are less than minor and silt and sediment control is provided for onsite (Policy 21, 22 & 23). This will ensure coastal water remains unaffected. Natural character will be maintained as the proposal will not result in any buildings and is consistent with activities within the surrounding environment as well as the Commercial and Mixed-Use zone in general. Landscaping will be provided as required by the PDP-DV zone rules, as well as a recessive colour for the surfacing of the carparking areas and access (Objective 2, Policy 6 & 13). Local Hapu have been contacted as part of the pre-application process with their support provided to the proposal (Objective 3, Policy 2 & 6). An Archaeological Assessment has been completed for the area of works which determined that there were no archaeological features found present within the site and recommended the proposal proceed under the guidance of an ADP (Policy 17). HNZPT have also recommended the same. The proposal will not result in works within the CMA but will enhance the use of the CMA by the public by providing a safe area for vehicles and boat trailers to park, enabling ease of use of the surrounding facilities. The proposal will assist with provide for the foreseeable needs of population growth without compromising other values of the coastal environment as currently the section is vacant and underutilised. The site is located in close proximity to retail areas which will benefit from the proposal. The proposal will also encourage consolidated development given it will be an infill development on a vacant site (Policy 6).



- 5.11 Although the northwestern portion of the site is within the CHZ2 area under the ODP, which has been removed under more recent NRC Mapping and the PDP-DV, the proposal is not considered to exacerbate natural hazards, given the proposed use. This same area is also shown to be susceptible to coastal flooding under the NRC Maps and PDP-DV, however the extent has decreased, such that only minor earthworks will occur within this area, and flooding is not considered to be transferred to another site nor create adverse effects (Objective 5, Policy 24).
- 5.12 Overall, it is considered that the proposal is consistent with the objectives and policies of the NZCPS, given that stormwater and effects from earthworks will be adequately managed to ensure there is no adverse downstream effects. The proposal will enhance access to the CMA, by providing a safe parking space for vehicles and boat trailers, which is currently not provided for at present. This will in turn enhance the social, economic and cultural well-being of not only the community but also visitors to the area. The effects on the proposal from coastal hazards have been assessed and determined to be less than minor. No adverse effects on Tangata Whenua or historic sites are anticipated.

National Policy Statement for Natural Hazards 2025

- 5.13 Cook Costello have completed a Geotechnical Investigation Report (GIR) which is contained within **Appendix 6**. The GIR determined that the site poses significant risks to land instability over time, with soil creep and deep-seated failure expected in the future. Settlement is also anticipated within the site given the shallow subsoils which were found to be moderately to extremely sensitive. Settlement controls effects have been stated as a must for the proposed development.
- 5.14 Mitigation measures such as a geogrid being utilised within the pavement design, appropriate drainage, foundation design, have been recommended within the GIR. Earthwork recommendations have been detailed in depth within Section 5.7.3 and 5.7.4 of the GIR and will be adhered to as part of the development. Construction monitoring has been recommended during any earthwork activities as per Section 6 of the GIR.
- 5.15 In regards to retaining wall design, the GIR has recommended that specifically engineered design of any structural retaining systems shall be confirmed upon discussion with a CPEng at later project stages and should taken into account soil creep.



- 5.16 The northern extent of the site is also located within the tsunami inundation zone, as well as a small portion where the access road entry is proposed, being within the 100 and 100+ year coastal flood hazard zones. The GIR determined that coastal hazard is not considered a risk to the site as it barely encroaches on the northwestern boundary, as detailed earlier in this assessment.
- 5.17 The NPS-NH utilises a risk matrix to assess the risk level associated with the subdivision, use or development of a site. It is considered that although the site has a high risk of slope instability and settlement given the undeveloped nature of the site, the proposed works will see this risk lessened to a moderate or low risk given the proposed mitigation measures which include introduction of a more suitable fill and the use of retaining walls to stabilise the earth and prevent movement. These works are considered to decrease the likelihood of the risk occurring as well as the subsequent damage, given that the proposal will not result in a habitable building and rather a carparking area which will be utilised on an infrequent basis.
- 5.18 In terms of the objective and policies of the NPS-NH, the proposal is considered to meet Policies 1 & 2 given the assessment of the risk matrix. Policy 3 is not applicable. In terms of Policy 4, as detailed above, it is considered that the mitigation measures within the GIR will not create or increase significant natural hazard risk on other sites. The proposal will result in a superior outcome, decreasing risk on adjoining sites. Policy 5 has been met as well as Policy 6.
- 5.19 As such, it is considered that the proposal is consistent with the NPS-NH.

Regional Policy Statement

- 5.20 The role of the Regional Policy Statement for Northland (RPSN) is to promote sustainable management of Northland's natural and physical resources by providing an overview of the regions resource management issues and setting out policies and methods to achieve integrated management of Northland's natural and physical resources. It is considered the proposal is compatible with the intent of the RPS.
- 5.21 The proposed works are considered to be consistent with the objectives and policies of the RPSN, as the proposal will see a carpark developed which can accommodate vehicles and boat trailers, which is not currently provided for in the surrounding environment. The proposal will benefit the public by providing a safe and practical area where vehicles can park whilst



removing pressure demands from the surrounding area and roading network. The proposal will ultimately support regional form by increasing amenity and community wellbeing (Objective 3.11, Policy 5.1)

- 5.22 The proposal is located outside of any regionally mapped outstanding landscape or area of high natural character, however there are areas of such character within the surrounding environment. There are no identified areas of historic heritage within the site (Objective 3.14, Policy 4.5, 4.6).
- 5.23 The site is considered to be a suitable location given proximity to the boat ramp and other commercial/retail outlets within walking distance. Reverse sensitivity effects (Objective 3.6) are not anticipated given the mixed-use zoning of the surrounding environment which is reflected by the activities throughout the area. Sufficient setback distances will be provided as well as landscaping and/or fencing along required boundaries, further mitigating effects.
- 5.24 The proposal will achieve Objective 3.15 Active Management by enabling better access to the coast while maintaining the natural character of the coastal environment and outstanding natural landscapes in the area. Historic heritage will be protected given the site does not contain any identified areas and the proposal is of low density, with no obtrusive buildings being constructed. Objective 3.15 encourages the support and enabling of active management arising from efforts of landowners, individuals, iwi, hapu and community groups. The proposal is actively supported by hapu and members of the public and hence it is considered that the implementation of the proposal will achieve Objective 3.15 and Policy 4.4.2 and 4.7.
- 5.25 Local Hapu have been contacted as part of the pre-application process with their support provided (Objective 3.12, Policy 8.1). Natural hazard risk has been assessed given the CH22 overlay under the ODP and the coastal flood susceptibility under the PDP-DV maps and NRC Maps (Objective 3.13, Policy 7.1). The risk and impact of natural hazard is considered to be less than minor, given the nature of the proposed development and the minimal excavations required within the flood hazard area. There will be no buildings located within the flood hazard area and given the State Highway separates the site from the Hokianga Harbour, it is considered that if inundation were to occur, access to the site would first be limited by the State Highway being inundated. The proposed earthworks are not anticipated to divert flood flow onto neighbouring properties or deplete flood plain storage capacity. The proposal has assessed natural hazard flood risk with effects determined to be less than minor, given the



majority of the development is located outside of these areas. In terms of other hazard risk, this has been detailed in depth within this assessment and provided that the recommendations within the GIR are adhered to, no adverse effects are anticipated.

- 5.26 The proposal is considered to be consistent with the surrounding environment and as discussed above, will provide for the social, economic and wellbeing of the surrounding community. The proposal is considered to have less than minor effects on the natural features in the surrounding environment.

Plan Weighting Summary

- 5.27 As required by Section 104(1)(b) of the RMA, a decision on this application must consider the extent to which a proposal is consistent with the relevant provisions of the ODP and PDP.
- 5.28 As detailed earlier in this application, Council have now released their decision to adopt the majority of the Hearings Panel recommendations, including those which relate to this application. Under Section 86B(1) all PDP-DV rules now have legal effect. After the notification of decision, there is a 30-working day period for submitters to appeal.
- 5.29 Now that the PDP has advanced beyond a Council Decision, greater weighting is applied to the PDP-DV, however until the Appeals period has been settled and the ODP rules fall away substantial weighting still applies to the ODP.
- 5.30 An assessment of the relevant sections within the ODP and PDP-DV will be undertaken below.

Operative Far North District Plan

- 5.31 The area where the works will be undertaken is within the Commercial Zone. As assessed earlier within this report, the proposal does not trigger requirement for resource consent for a breach of the permitted standards for the underlying zone. It is therefore considered that the proposal is consistent with the objectives and policies of the Urban Environment and Commercial zone, specifically given that there will be no adverse effects created on the surrounding environment including amenity values. The proposal will see a carpark created which will provide a service to the community and wider public. Stormwater will be managed as detailed within this application. Overall, the proposal is considered suitable given the nature of the surrounding environment and activities undertaken within the immediate area.



- 5.32 The proposal requires consent under the ODP, given that a small portion of the site is susceptible to CHZ2, which has been removed under the more recent PDP-DV mapping as well as NRC Maps. Given the nature of the proposal being for a carparking area, with only minor works occurring within the CHZ2 area, it is considered that the threat of natural hazards is reduced and will not be exacerbated compared to if the site was developed with a dwelling or commercial building (Objective 12.4.3.1, 12.4.3.2). The current mapping system provides a more accurate representation of the foreseeable changes in the nature and location of natural hazards (Objective 12.4.3.5 and 12.3.4.6, Policy 12.4.4.5, 12.4.4.6), which has seen the CHZ2 overlay removed from the site and a smaller area of coastal flooding introduced. The developers are aware of this area and have kept excavations to a minimum, with only excavations necessary to construct the crossing place to the site. It is considered that these excavations can be undertaken in a way that that would not create adverse effects or exacerbate natural hazards (Policy 12.4.4.1), such as being undertaken during drier times of the year as well as ensuring that there are no downstream effects on neighbouring properties nor depletion of flood storage areas.
- 5.33 Overall, it is considered that the proposal will not exacerbate nor have adverse effects in terms of natural hazards. Only minimal works will be required in order to provide property access to the site. Given the site has limited road frontage to this portion of the site, the proposed access location point is considered the only viable option, with no other options explored.

Proposed District Plan

- 5.34 Under the PDP-DV, the area of the site where development will occur is zoned as Mixed Use as well as being within the Coastal Environment Overlay. As detailed earlier, the proposal does not trigger the requirement for resource consent for the underlying zone rules. Consent is sought under the PDP-DV for infringements in relation to earthworks within the Coastal Environment Overlay and Earthworks Chapter as well as given the extent of earthworks required. Consent is also sought under the Transport Chapter as access to the site is from a State Highway.

Mixed Use Zone

- 5.35 In terms of the Mixed Use zone (MUZ), this zone covers urban business centres which have traditionally been zoned commercial. The MUZ enables commercial and residential activities to co-exist, enabling a range of compatible activities. This co-existence will enable more



opportunities for development with the zone which will complement and enhance urban centres providing necessary services for the surrounding communities. Objectives and policies within the zone relate to providing commercial, community and residential development which complements these activities (MUZ-O1, MUZ-P1) whilst ensuring development is of a form, scale, density and design that contributes to the safety and amenity of the zone (MUZ-O2, MUZ-P2). The proposal is considered to achieve these objectives and policies given the proposal will see a carparking area created which will service the community safely, and relieve parking demands in the surrounding environment and traffic network. Infrastructure will be provided for as detailed within this application (MUZ-O3, MUZ-P1) and no adverse environmental effects are anticipated given the provisions provided for within this application (MUZ-O4). Given that the proposal is assessed as a Permitted Activity within the zone, it is considered to be a development that would contribute positively to the surrounding environment and maintain amenity values.

Coastal Environment

- 5.36 The Coastal Environment overlay has been applied to sites which are identified within the Coastal Environment under the RPSN, some of which contain high or outstanding natural character. The Coastal Environment overlay is set to preserve the natural character of the coast whilst balancing the level of development required to ensure health, safety and wellbeing of communities. Coastal hazard rules are also set out in this chapter, in accordance with the National Planning Standards. It is noted that the proposal does not trigger consent under the Coastal Hazards rules, however does trigger consent under the Coastal Environment rules for the area of earthworks proposed.
- 5.37 The site is not located within areas of high or outstanding natural character and is not considered to have adverse effects on these areas (CE-P1, CE-P3). The proposal will see landscaping and/or fencing along certain boundaries/areas of the site, in accordance with the MUZ rules which will mitigate visual effects and protect natural character. Recessive colours will be utilised in the pavement of the carparking to further mitigate effects (CE-O1, CE-P2, CE-P4). The proposal will not result in an obtrusive building and will be screened by the proposed mitigation measures and existing development on adjoining sites. Local Hapu have been actively engaged with and are supportive of the proposal (CE-O2). Social, economic and cultural wellbeing will be provided for by providing this community facility for the use and enjoyment of the public whilst decreasing parking pressures on the surrounding environment and roading network (CE-O3).



5.38 The proposal is considered to be consistent with the relevant matters listed in CE-P9, specifically:

(a) Presence or absence of buildings, structures or infrastructure, (c) the location, scale and design of any proposed development, (d) any means of integrating the [building, structure](#) or activity into the wider landscape;

5.38.1 The proposal will result in a vacant allotment being partially developed with a carpark, which is considered to be a non-obtrusive compared to a commercial building. Visual mitigation measures will be incorporated into the design and site to mitigate the visual presence of the carpark.

(b) the temporary or permanent nature of any adverse [effects](#), including any cumulative [effects](#)

5.38.2 No adverse effects are anticipated nor cumulative effects, given these can be managed within the site boundaries. The proposal will release parking pressure on the surrounding environment, providing a solution to current cumulative effects from the boat ramp.

(e) the ability of the [environment](#) to absorb change

5.38.3 The surrounding environment is a developed coastline of mixed land use activities. The surrounding environment is considered to easily be able to absorb the change given the mitigation measures proposed and the fact that the carpark will be surrounded by existing development to the north and west.

(f) the need for and location of [earthworks](#) or indigenous vegetation clearance and proposed mitigation measures

5.38.4 The earthworks proposed are what is required to establish the access and carparking areas. Mitigation measures include sediment and erosion control during excavations, with all excavated surfaces being covered post construction.

(h) any viable alternative locations or methods for the activity or development where significant adverse [effects](#) may arise

5.38.5 Given the close proximity of the site and the boat ramp as well as the distance to the retail/commercial services in the surrounding environment, the proposed site is considered the most viable. No other locations have been considered.



(i) any historical, spiritual or cultural association held by [tangata whenua](#), with regard to the matters set out in [Policy TW-P6](#);

5.38.6 Hapu have been contacted as part of the pre-application process, with their support for the proposal provided.

(j) The likelihood of the activity exacerbating natural hazards

5.38.7 As detailed within this application, natural hazards are not anticipated to be exacerbated.

(k) The opportunity to enhance public access and recreation

5.38.8 The proposal is considered to enhance public recreation given a picnic area will be provided for as well as enabling users of the boat ramp a safe and practical area to park vehicles.

(n) the [effects](#) on the characteristics, qualities and values of the [coastal environment](#), including natural character and natural landscape values and the quality and extent of indigenous biodiversity

5.38.9 The characteristics, qualities and values of the coastal environment are considered to be maintained as detailed within this application.

(o) the extent to which the land use and [subdivision](#) complements activities in the coastal marine area; and

5.38.10 As detailed, the proposal will complement the users of the boat ramp who undertake activities within the CMA. This is the intended purpose of the proposal and given the community is reliant on ease of use of the Harbour to attract visitors to the area as well for use of locals, it is considered necessary to provide a carparking area to provide safe and practical use of the boat ramp whilst relieving parking demands on the community and roading network, specifically within the peak holiday periods.

Earthworks

5.39 Consent for earthworks has been triggered given the volume and area of earthworks proposed. Council has responsibilities under the RMA and RPS to manage effects including the management of earthworks. This chapter ensures adverse effects associated with earthworks are appropriately managed and minimised. As detailed, NRC consent is also triggered for the area of earthworks proposed.



- 5.40 This earthworks extent proposed is due to the existing topography of the site and the need for a flat levelled platform for parking. Adverse effects will be managed via sediment and erosion control (EW-O1). The site is not identified as containing any historical sites nor areas of high or outstanding natural character (EW-O2, EW-P5). Amenity will be maintained by ensuring excavated areas are reinstated post-development. Earthworks will be undertaken by the appropriately qualified contractors to ensure that safety is not compromised (EW-O3, EW-P6). Earthworks for urban land uses and development within urban areas is provided for under EW-P1. It is considered that the proposal meets this requirement given the proposal is assessed as a Permitted activity in terms of the MUZ rules, which is an urban area. The requirements within EW-P3 will be met by ensuring earthworks do not exceed those set out within this application. The items within EW-P8 have been considered by the developer and have been incorporated into the design to the extent possible. No adverse effects are anticipated. The recommendations within the GIR will be adhered to.

Transport

- 5.41 This chapter regulates transport activities and the impacts of development on the transportation network. Given that the site is accessed via the State Highway, consent is automatically triggered. The crossing place will be constructed in accordance with the NZTA requirements. The proposal will reduce parking demands along the edges of the State Highway, relieving pressure and also increasing safety for vehicles and pedestrians. The proposal is considered to generate traffic within the permitted threshold and bicycle and loading spaces have not been a consideration of the proposal given the use of the site is for parking not directly associated with a specific land use activity within the site. The proposal is considered to result in positive effects on the roading network.

Summary

- 5.42 The above assessment of the relevant policy documents demonstrates that the proposal will be consistent with the relevant objectives and policies of those statutory documents.

6.0 NOTIFICATION ASSESSMENT

Public Notification Assessment

- 6.1 Section 95A requires a council to follow specific steps to determine whether to publicly notify an application. The following is an assessment of the application against these steps:



Step 1 Mandatory public notification in certain circumstances

(2) Determine whether the application meets any of the criteria set out in subsection (3) and, —

(a) if the answer is yes, publicly notify the application; and

(b) if the answer is no, go to step 2.

(3) The criteria for step 1 are as follows:

(a) the applicant has requested that the application be publicly notified:

(b) public notification is required under section 95C:

(c) the application is made jointly with an application to exchange recreation reserve land under section 15AA of the Reserves Act 1977.

- 6.1.1 It is not requested the application be publicly notified and the application is not made jointly with an application to exchange reserve land. Therefore step 1 does not apply and Step 2 must be considered.

Step 2: Public Notification precluded in certain circumstances.

(4) Determine whether the application meets either of the criteria set out in subsection (5) and, —

(a) if the answer is yes, go to step 4 (step 3 does not apply); and

(b) if the answer is no, go to step 3.

(5) The criteria for step 2 are as follows:

(a) 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:

(b) 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]

(6) [Repealed]

- 6.1.2 The application is for a Controlled Activity, therefore Step 3 does not apply and Step 4 must be considered.

Step 4; Public notification in special circumstances

(9) Determine whether special circumstances exist in relation to the application that warrant the application being publicly notified and, —

(a) if the answer is yes, publicly notify the application; and



(b) if the answer is no, do not publicly notify the application, but determine whether to give limited notification of the application under section 95B.

- 6.1.3 The proposal was publicly notified within the New Zealand Herald (see **Appendix 11**) for the community meeting held by Ngati Korokoro Hapu Trust. As detailed within this application, the proposal was well supported by the community and local Hapu. The application is neither exceptional nor unusual.

Public Notification Summary

- 6.1.4 From the assessment above it is considered that the application does not need to be publicly notified, but assessment of limited notification is required.

Limited Notification Assessment

- 6.2 If the application is not publicly notified, a consent authority must follow the steps of section 95B to determine whether to give limited notification of an application.

Step 1: Certain affected groups and affected persons must be notified.

(2) 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).

(3) 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.

(4) Notify the application to each affected group identified under subsection (2) and each affected person identified under subsection (3).

- 6.2.1 The proposed activity would not affect any protected customary rights or marine groups. Hokianga Harbour is noted as a Statutory Acknowledgement Area, however the site does not directly adjoin this area and as such, consultation is not considered to be required. Therefore Step 1 does not apply and Step 2 must be considered.



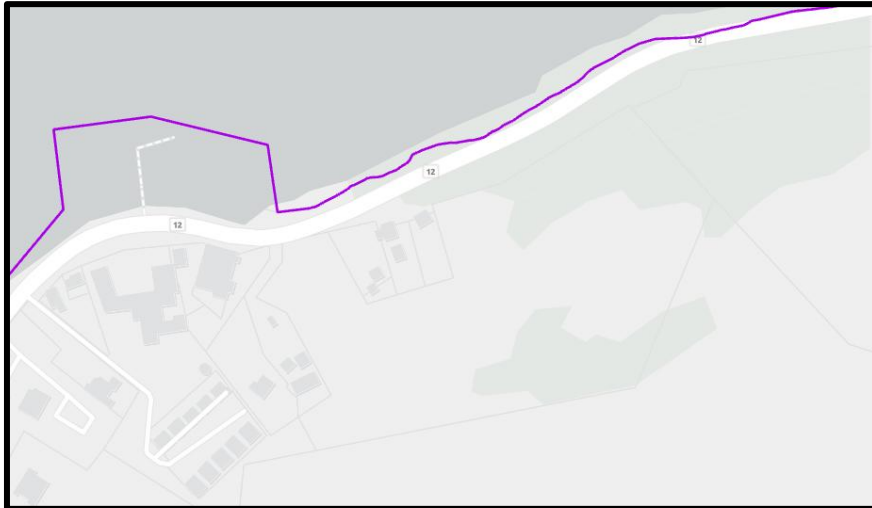


Figure 17: NRC Treaty Settlement Maps showing Statutory Acknowledgement Area (Hokianga Harbour) indicated by the purple line. The site is physically and legally separated from the Hokianga Harbour by State Highway 12.

Step 2: Limited notification precluded in certain circumstances.

(5) Determine whether the application meets either of the criteria set out in subsection (6) and, —

(a) if the answer is yes, go to step 4 (step 3 does not apply); and

(b) if the answer is no, go to step 3.

(6) The criteria for step 2 are as follows:

(a) 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:

(b) the application is for a controlled activity (but no other activities) that requires a resource consent under a district plan (other than a subdivision of land).

6.2.2 There is no rule in the plan or national environmental standard that precludes notification. The application is for a controlled activity. Therefore Step 3 is not applicable and we move to Step 4.

Step 3: Certain other affected persons must be notified.

(7) In the case of a boundary activity, determine in accordance with section 95E whether an owner of an allotment with an infringed boundary is an affected person.

(8) In the case of any other activity, determine whether a person is an affected person in accordance with section 95E.

(9) Notify each affected person identified under subsections (7) and (8) of the application.

The proposal is not for a boundary activity nor is it a prescribed activity.



- 6.2.3 A council must not consider that a person is affected if they have given their written approval, or it is unreasonable in the circumstances to seek that person's approval. In this case, no written approvals have been supplied.
- 6.2.4 The assessment above has indicated that the effects on the environment will be no more than minor as all effects associated with the activity will be mitigated to a less than minor degree.
- 6.2.5 With respect to section 95B(8) and section 95E, the activity is considered to have no more than minor effects on adjacent land.
- 6.2.6 As a result of the discussion in relation to Step 3 above, we do not consider any other persons or agencies to be affected to a minor or more than minor degree. Overall, the adverse effects on any persons are considered to be no more than minor. Therefore Step 3 does not apply and Step 4 must be considered.

Step 4: Further notification in special circumstances

(10) 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),

- 6.2.7 It is considered that no special circumstances exist in relation to the application.

Limited Notification Assessment Summary

- 6.3 Overall, from the assessment undertaken Steps 1 to 4 do not apply and there are no affected persons.

Notification Assessment Conclusion

- 6.4 Pursuant to sections 95A to 95G it is recommended that the Council determine the application be non-notified for the above-mentioned reasons.



7.0 PART 2 ASSESSMENT

- 7.1 The application must be considered in relation to the purpose and principles of the Resource Management Act 1991 which are contained in Section 5 to 8 of the Act inclusive.
- 7.2 The proposal will meet Section 5 of the RMA as the proposal will sustain the potential of natural and physical resource whilst meeting the foreseeable needs of future generations as the site is being used for its intended use. In addition, the proposal will avoid adverse effects on the environment and will maintain the character of the site and surrounding environment.
- 7.3 Section 6 of the Act sets out a number of matters of national importance. As assessed earlier in this report, the proposal is considered to preserve and maintain the coastal environment. There are no known wetlands, rivers or lakes which would be affected by the proposal. The site is not known to contain any areas of outstanding natural features or landscapes or areas of indigenous vegetation or fauna and no effects are anticipated on these features. The proposal will not result in access along the CMA, but will enhance use of the CMA by providing an area where vehicles and boat trailers can park. Local Hapu have been contacted as part of the pre-application process, with support received. An Archaeological Assessment has been completed for the site with no historic heritage areas found. The proposal is to proceed under the guidance of an ADP as supported by HNZPT. Customary rights are not anticipated to be affected. Natural hazard risk has been assessed in depth, with the proposal not considered to exacerbate the risk of natural hazards.
- 7.4 Section 7 identifies a number of “other matters” to be given particular regard by a Council in the consideration of any assessment for resource consent, including the maintenance and enhancement of amenity values. The proposal maintains amenity values in the area as the proposal is in keeping with the existing character of the surrounding environment. The proposal also maintains and enhances the quality of the environment.
- 7.5 Section 8 requires Council to take into account the principals of the Treaty of Waitangi. It is considered that the proposal raises no Treaty issues. The proposal has been sent to the relevant Local Hapu who have provided support for the activity. The proposal has taken into account the principals of the Treaty of Waitangi; and is not considered to be contrary to these principals.



7.6 Overall, the application is considered to be consistent with the relevant provisions of Part 2 of the Act, as expressed through the objectives, policies and rules reviewed in earlier sections of this application. Given that consistency, we conclude that the proposal achieves the purposes of sustainable management set out by section 5 of the Act.

8.0 CONCLUSION

- 8.1 The proposal will see a carpark developed within the site which can accommodate 16 vehicles and trailers and an additional 8 vehicles near the picnic area. Appropriate design has been undertaken for the proposal accompanied by supporting reports as well as consultation being had with NZTA, local Hapu and Heritage NZ.
- 8.2 No significant adverse effects are anticipated to arise from the activity included in the application and no consideration of alternatives has been undertaken. All effects of the activity are being managed within the locality. Overall, it is considered that the proposal will result in no more than minor effects on the environment.
- 8.3 In terms of section 104(1)(a) of the Act, the actual and potential effects of the proposal will be less than minor. The relevant provisions within Part 2 of the Act have been addressed as part of this application. The overall conclusion from the assessment of the statutory considerations is that the proposal is considered to be consistent with the sustainable management purpose of the Resource Management Act 1991.
- 8.4 It is also considered that the proposal will have less than minor adverse effects on the wider environment; no persons will be adversely affected by the proposal and there are no special circumstances.
- 8.5 In terms of section 104(1)(b) of the Act, the proposal is found to be generally consistent with the objectives, policies and assessment criteria of the relevant statutory documents as set out in this report.
- 8.6 The relevant provisions of the ODP and PDP apply with greater weight given to the PDP now Council decision has been released, subject to the resolution of any appeals. The activity is consistent with the overall intent of the ODP Commercial Zone and PDP-DV Mixed Use zone,



which contemplates land use activities which support activities in the surrounding environment and provide social, economic and cultural well-being, whilst not being detrimental to natural character and the coastal environment.

- 8.7 It is considered appropriate to grant the application on a non-notified basis.

9.0 LIMITATIONS

- 9.1 This report has been commissioned solely for the benefit of our client, in relation to the project as described above, and to the limits of our engagement, with the exception that the Far North District Council or Northland Regional Council may rely on it to the extent of its appropriateness, conditions and limitations, when issuing their subject consent.
- 9.2 Copyright of Intellectual Property remains with Northland Planning and Development 2020 Limited, and this report may NOT be used by any other entity, or for any other proposals, without our written consent. Therefore, no liability is accepted by this firm or any of its directors, servants or agents, in respect of any information contained within this report.
- 9.3 Where other parties may wish to rely on it, whether for the same or different proposals, this permission may be extended, subject to our satisfactory review of their interpretation of the report.
- 9.4 Although this report may be submitted to a local authority in connection with an application for a consent, permission, approval, or pursuant to any other requirement of law, this disclaimer shall still apply and require all other parties to use due diligence where necessary.





**RECORD OF TITLE
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FREEHOLD**

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Transfer Act 2017**




R.W. Muir
Registrar-General
of Land

Identifier **763212**
Land Registration District **North Auckland**
Date Issued 07 May 2018

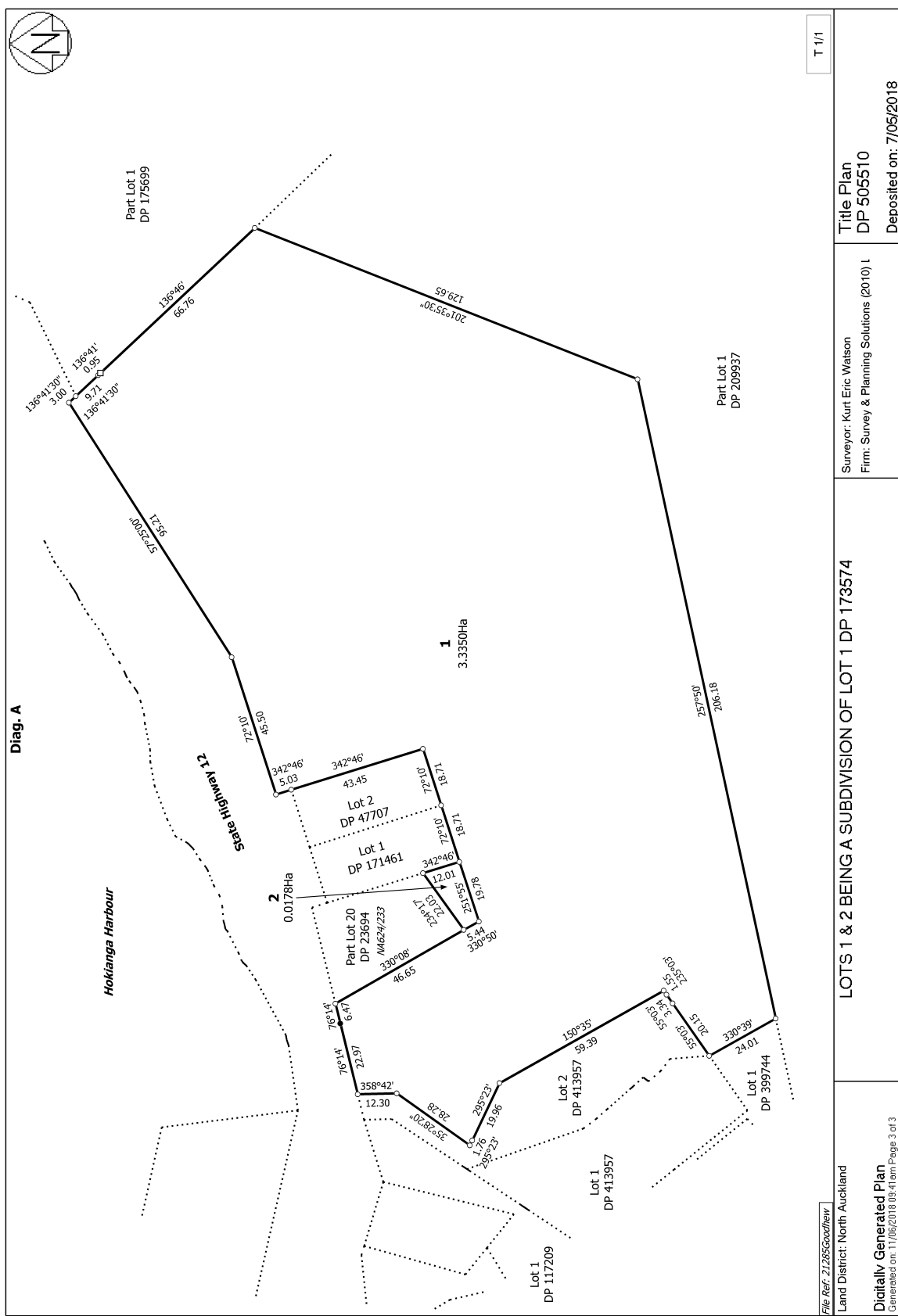
Prior References
NA102D/240

Estate Fee Simple
Area 3.3350 hectares more or less
Legal Description Lot 1 Deposited Plan 505510
Registered Owners
Far North District Council

Interests

K73873 Building Line Restriction - 27.11.1959 at 9:00 am

D436432.1 Compensation Certificate pursuant to Section 19 Public Works Act 1981 by Her Majesty the Queen - 5.10.1999 at 9.00 am

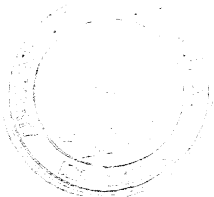


73873

FILED IN THE REGISTER-BOOK
1163 P. 95

27th DAY OF November, 1959
AT 9.0 O'CLOCK.

Malcolmson



Recorded on O.P. 2752
7E.

C.T.
1163/95 15-66

BLR
Chief Surveyor

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- PICNIC AREA AND CARPARKING
- FOOTPATH
- RETAINING WALL UP TO 2m HIGH
- ACCESS ROAD
- EXISTING POWER POLE TO REMAIN
- PARKING AREA FOR 15 VEHICLE/TRAILER UNITS

NOTE

AREA OF PROPOSED EARTHWORKS
APPROX = 7000 SQUARE METRES

VOLUME OF EARTHWORKS PROPOSED
(CUT +FILL) = 12,300 CUBIC METRES

NEW POWER POLES LOCATED
CCLEAR OF EARTHWORKS

NEW OVERHEAD
POWER LINE LOCATION

EXISTING POWER POLE TO REMAIN

EXISTING OVERHEAD POWER
LINE TO BE RE-ROUTED

APPROXIMATE EXTENT OF
PROPOSED EARTHWORKS

SITE BOUNDARY

TUTUKAKA CONSULTANTS LIMITED Consulting Engineers 121 Harte Road, Glenelg Whangarei 0175 Phone: 0221 880 870 E-mail: wayne@tutukaka.co.nz		Client: FAR NORTH HOLDINGS LIMITED		Project: PROPOSED CAR AND BOAT PARK, OPOKONI WHARF		Scale: 1:500		Revisions		Drawing Number 260201-01 Revision: A
Location: STATE HIGHWAY 12, OPOKONI		Drawing Title: PROPOSED CARPARK, ACCESS ROAD AND LANDSCAPING		File Name: OPOKONI CARPARK01		Date: 10/6/26		A ISSUE FOR CLIENT APPROVAL		
				Original Size: A3				B GENERAL REVISIONS 10/6/26		



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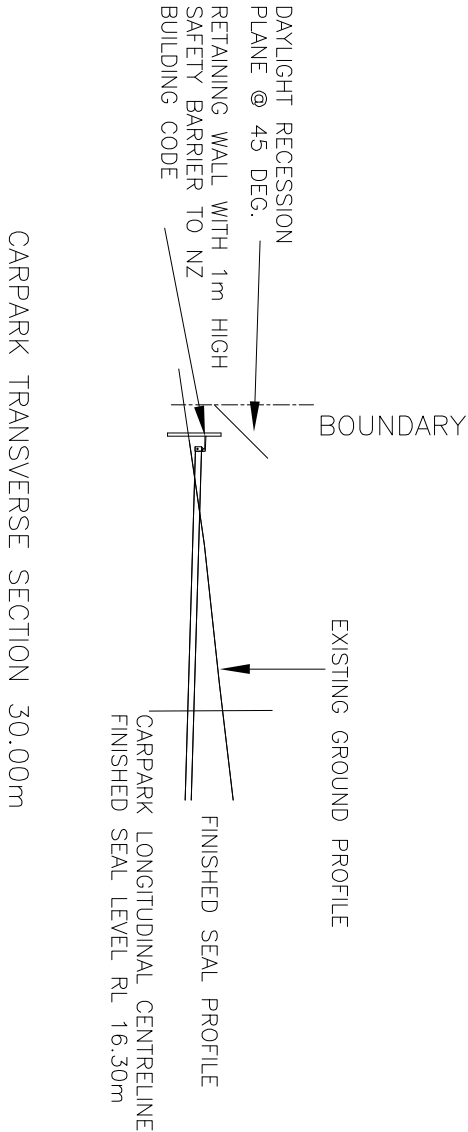


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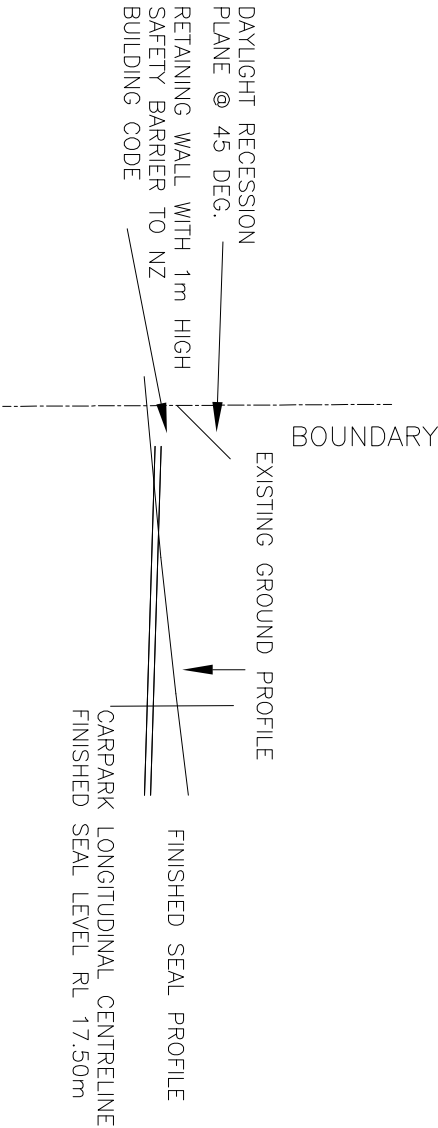


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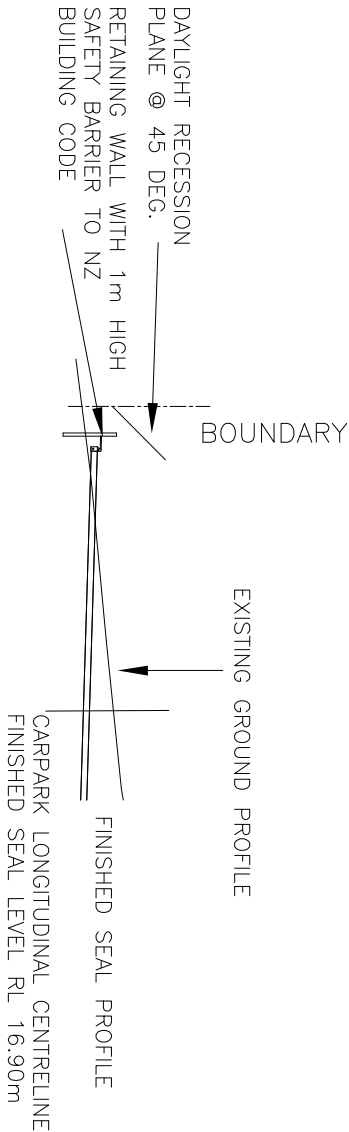
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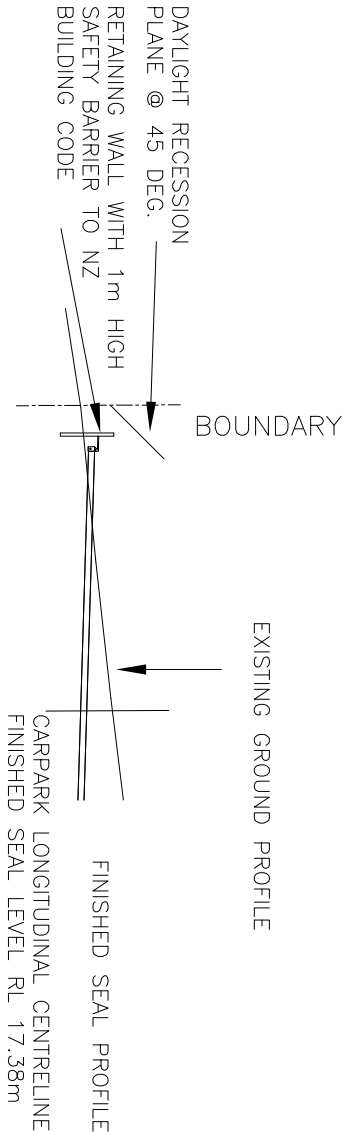
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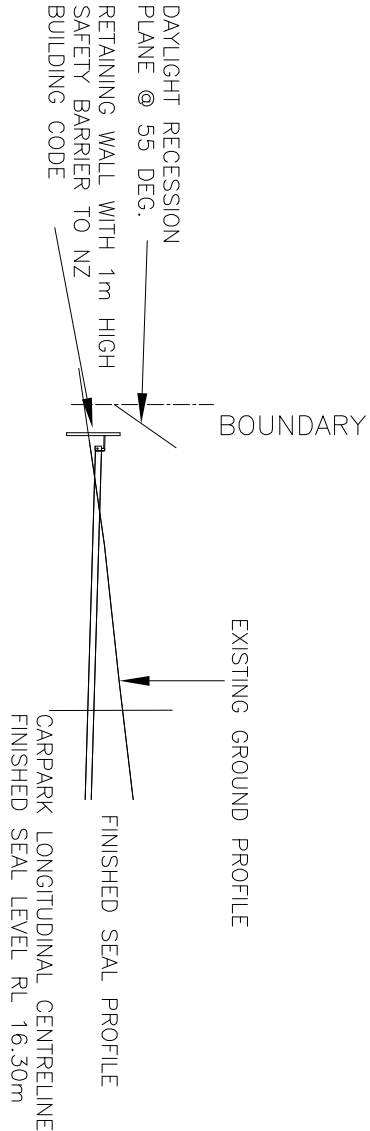
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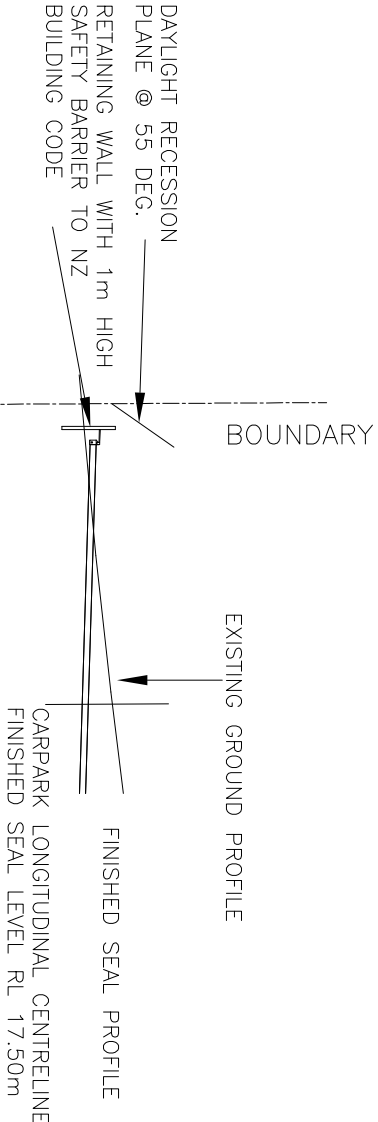
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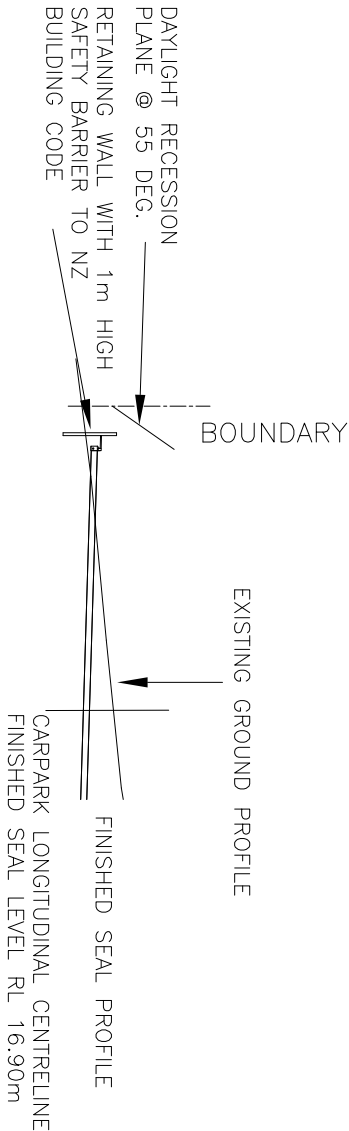
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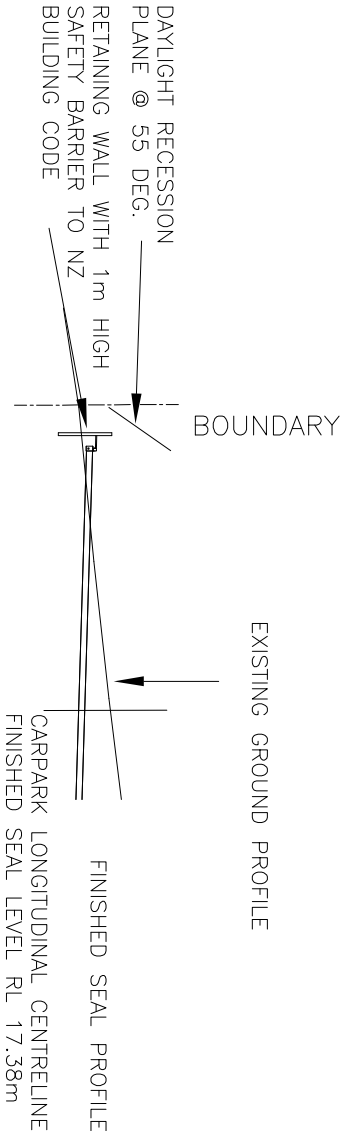
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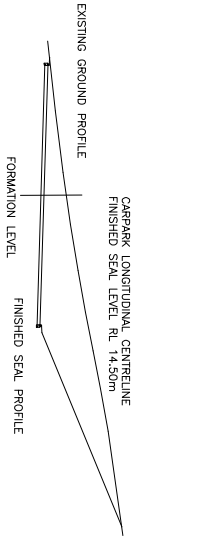


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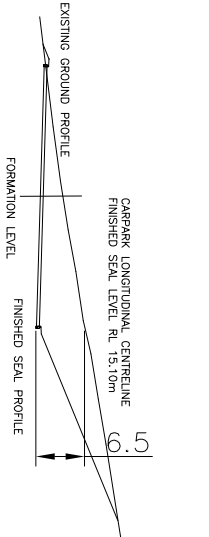


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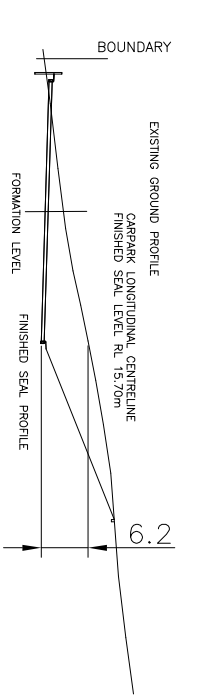
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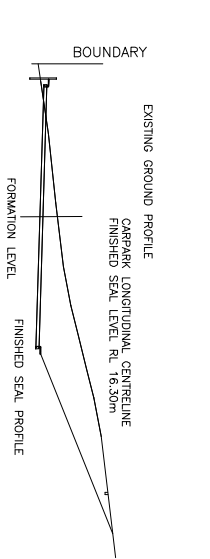
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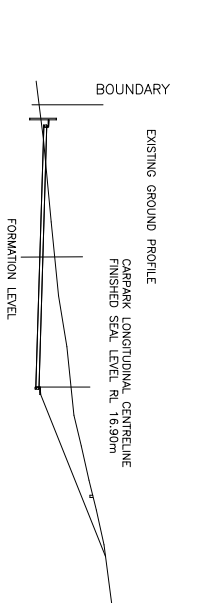
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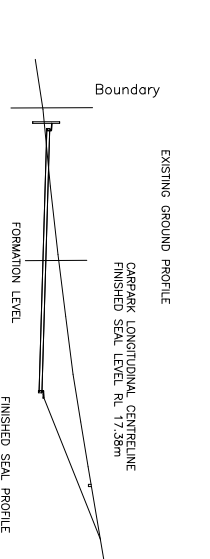
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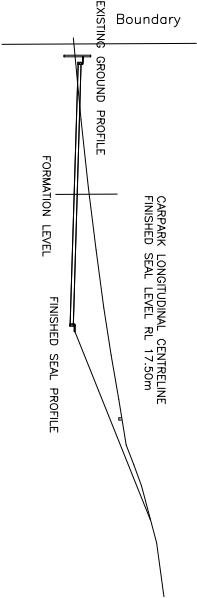
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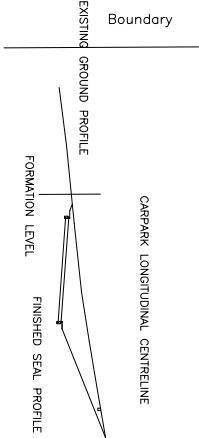
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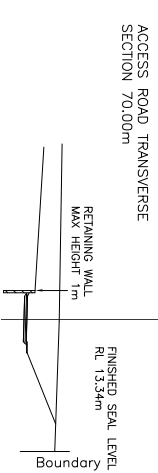
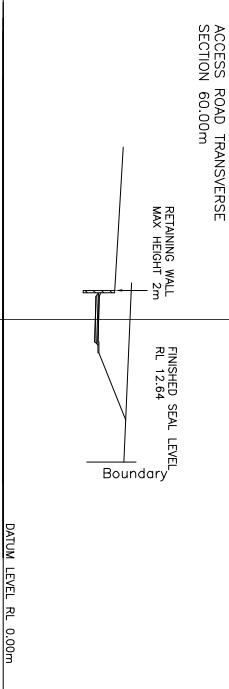
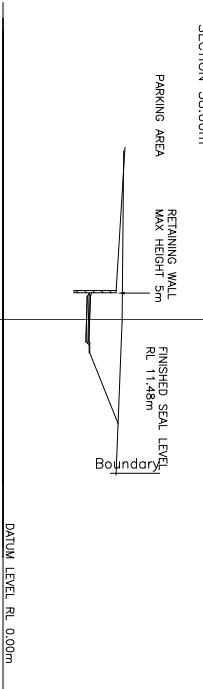
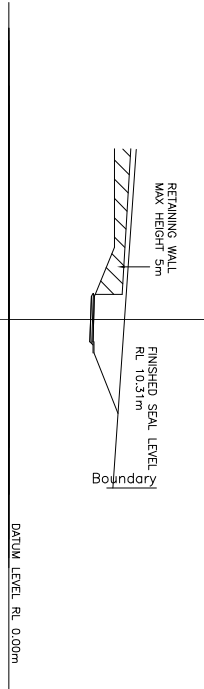
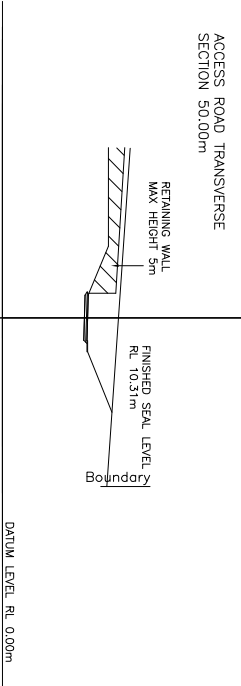
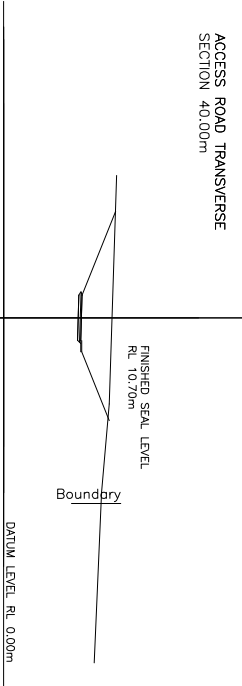
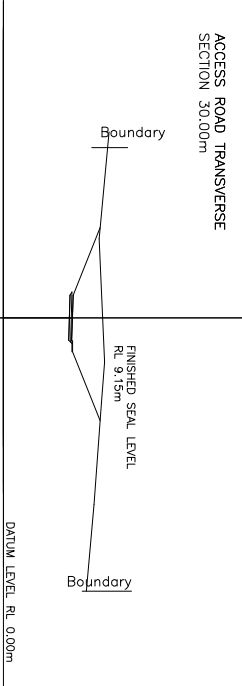
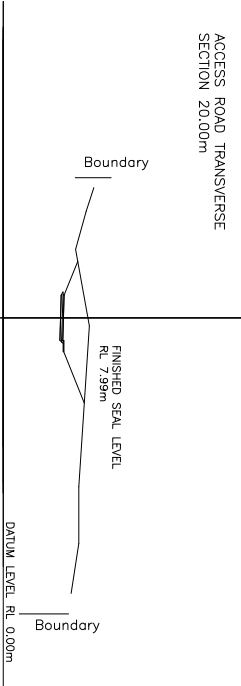
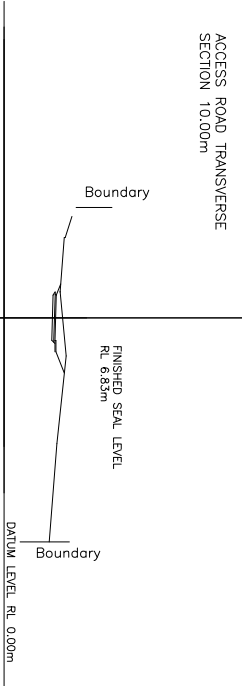
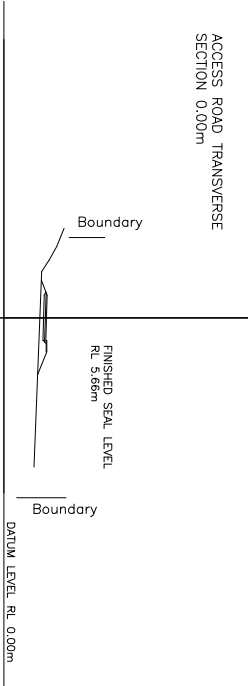
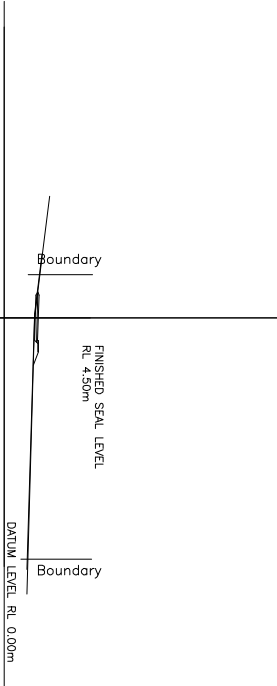


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Proposed Carpark, 7-9 State Highway 12, Opononi

Archaeological Assessment

Prepared for MWA Solutions Limited

By Doug Gaylard (MA Hons)
January 2024



**CONTEXT
ARCHAEOLOGY**

4 Poronui Street
Mount Eden
Auckland

021 258 4699
info@contextarchaeology.co.nz
www.contextarchaeology.co.nz

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Introduction

The owner of 7-9 State Highway 12, Opononi (legal description: Lot 1 DP 505510), is proposing the construction of a car and boat trailer carpark in addition to a small recreational area (Figure 1 - Figure 3). The proposed works will include excavation of existing ground surfaces in order to create a 25 space parking area, in addition to a formed accessway, and diversion of existing overland flow paths. A finalised earthworks plan for this project was not available, and preliminary plans were utilised for the purposes of this assessment.

Recommendations within this assessment have been made in accordance with the statutory requirements of the Resource Management Act 1991 (RMA) and the Heritage New Zealand Pouhere Taonga Act 2014.

Methodology

As part of this assessment the New Zealand Archaeological Association's (NZAA) site record database (ArchSite), District Plan schedules and the Heritage New Zealand Pouhere Taonga (Heritage NZ) New Zealand Heritage List/Rārangi Kōrero were searched to determine whether any archaeological sites have been recorded on or near 7-9 State Highway 12, Opononi. Relevant literature and archaeological reports were also consulted. Early survey plans and aerial photographs from the area were checked for information relating to past activities or modifications.

Constraints and Limitations

This report does not reflect the perspectives of tangata whenua concerning the importance of the place to mana whenua. The cultural significance of the place to tangata whenua and the potential presence of wāhi tapu can only be evaluated by mana whenua.

Traditional archaeological survey methods, which rely on visual inspection and limited subsurface testing, are not always capable of identifying all sub-surface archaeological features. Furthermore, they cannot identify wahi tapu and other sites of traditional importance to Māori, especially if these sites lack physical remains.



Figure 1. General Location of 7-9 State Highway 12, Opononi (indicated by white dot)

Source: NRC Local Maps (2025)



Figure 2. Detailed location of Location of 7-9 State Highway 12, Opononi (indicated by white broken line)

Source: NRC Local Maps (2025)

Summary Historical Background

This brief historical overview aims to provide context for the archaeological findings without presenting a comprehensive history of human settlement, which is beyond the author's expertise. The information is based on credible sources but should not be seen as exhaustive.

According to Maori traditions, Kupe was the first to arrive from Hawaiki, landing at North Cape in Muriwhenua and later returning with a modified canoe. The Maori name for Hokianga, Hokianga-nui-a-Kupe, refers to this journey (Orange 2015). The NZ Archaeological Association database indicates continuous Maori settlement along the Muriwhenua coast from the 13th century AD, particularly in resource-rich areas which were fiercely contested among tribes.

Early European visitors included missionaries Thomas Kendall and John King in 1819, followed by Reverend Samuel Marsden. In 1822, Captain J. Herd surveyed the Hokianga Harbour, noting several Maori settlements. In 1851, a subsequent survey by Commander Drury showed a settlement near Omapere.

John Martin was the first European to purchase land in Omapere in 1832, acquiring a block initially thought to be 45 acres but measured at only 10. He became the first pilot at the Hokianga Heads and later acquired additional land. Martin died in 1863, and his land was later designated as a reserve (Lee 1987:61-62).

Captain Young bought 41 acres in Opononi in 1835, which was later sold to John Webster, who significantly expanded his holdings and established a trading hub (Cyclopedia Company Ltd 1902). A 1902 article highlighted native settlements and noted that both Maori and Pakeha grew wheat and maize extensively during the mid to late 19th century.

Currently, Opononi is a settlement known for its ready access to the Hokianga Harbour and the large sand dunes on its northern coast. The area maintains significant cultural importance for the Māori community.

Archaeological Background

Archaeological site documentation in the Opononi-Omapere region began in the 1970s, led by amateur archaeologists who recorded various coastal sites around the southern head of Hokianga Harbour, including pa sites and middens. Further recording occurred in the 1980s by the Department for Lands and Survey, with significant contributions from Wynne Spring-Rice, who surveyed the South Hokianga Head signal station and documented evidence of pre-European Māori occupation (Spring-Rice 1986).

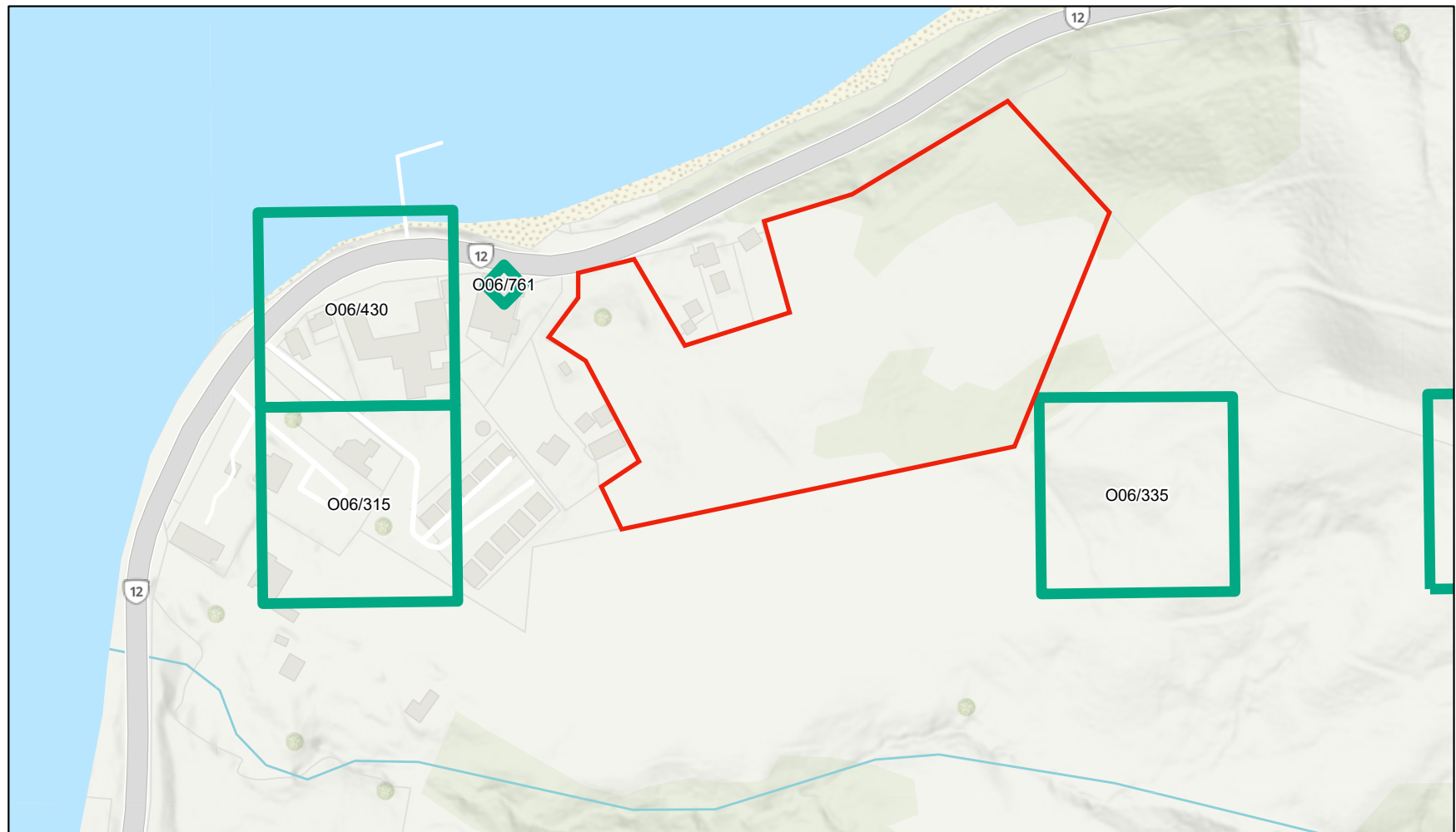
In 1987 Joan Maingay conducted test excavations for a proposed shopping center in Opononi (site O06/315) under Historic Places Trust Authority 1987/34, revealing a shell midden, a hangi, and numerous artefacts indicating a long-term Māori presence (Maingay 1987).

In the early 1990s, The Department of Conservation undertook investigations at the location of John Martin's house site (O06/365). These excavations revealed two distinct periods of settlement. A preliminary report was prepared, but no full excavation report was completed (Historic Places Trust Authority 1991/20).

The early 2000s saw two key archaeological investigations in the Opononi area take place. The first – by Leigh Johnson in 2001 and 2002 – performed archaeological surveys for a cellular transmission mast on Pukekohe Hill, and monitored minor impacts on a stone alignment and terraces (Historic Places Trust Authority 2002/120). The second – by Diane Harlow in 2001 – assessed a rural block inland from Omapere, identifying three archaeological crop storage pit sites, two of which were unrecorded (Harlow 2001).

More recently, excavations undertaken by Geometria in 2018 assessed the proposed State Highway 12 resilience improvements in Opononi-Omapere. These identified and recorded several previously unknown sites (Carpenter 2018).

No intensive archaeological survey of 7-9 State Highway 12, Opononi, is known to have taken place. Likewise, no previously recorded archaeological sites exist within the boundary of 7-9 State Highway 12, Opononi (Figure 4).



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Figure 4. Recorded archaeological sites in relation to 7-9 State Highway 12, Opononi (indicated by red outline)

Source: ArchSite 2025

Archaeological Survey

An examination of aerial photographs held within the RetroLens database shows the project area largely covered in grazing farmland during the mid 20th century (Figure 5). A small building is visible within the property boundary, adjacent to the corridor of State Highway 12. It is not clear whether this building was constructed pre-1900. However, the location of the building is not recorded within the NZAA database, suggesting it was constructed earlier in the 20th century. Later aerial photography from 1987 shows little development within the property and isolated areas of scrub or gorse have started to establish (Figure 6). No suspected archaeological features were noted from aerial photography.

A pedestrian archaeological survey within the area of the proposed carpark undertaken on 15 January 2025. Topography is represented by a moderate north-facing slope, which increases in gradient towards State Highway 12, before terminating in a flat grassed area (the location of the building observed in aerial photography) (Figure 7 - Figure 11. Thick gorse and vegetation occupies the steeper gradients within the property (Figure 12), and much of the property is covered in thick kikuyu grass, the depth of which is generally between 60 - 90cm.

While the depth of the kikuyu grass made exploratory test pitting difficult, randomised subsurface probing was undertaken within the project area. Subsurface conditions were consistent across the area, suggesting moderately compacted topsoils overlaying natural clay substrates.

Visual survey of the property identified two distinct depressions, however the locations of these correlate to existing overland flow paths (see Figure 3, Figure 13 and Figure 14).

No suspected archaeological deposits were noted via subsurface probing and no suspected archaeological features or deposits were encountered during the course of visual survey.



Figure 5. Detail of 1942 aerial photography of 7-9 State Highway 12, Opononi (Note: boundaries are approximate and indicated by the white broken line)

Source: RetroLens 2025



Figure 6. Detail of 1987 aerial photography of 7-9 State Highway 12, Opononi (Note: boundaries are approximate and indicated by the white broken line)

Source: RetroLens 2025



Figure 7. View southeast over project area



Figure 8. View south over project area



Figure 9. View east over project area



Figure 10. View north over project area



Figure 11. View southwest over project area. The location of the small building is within the image foreground



Figure 12. Gorse and thick vegetation within the property



Figure 13. Depression within the property – later confirmed to be overland flow path



Figure 14. Depression within the property – later confirmed to be overland flow path

Summary and Discussion

Summary of Results

No recorded archaeological sites exist within the boundary of 7-9 State Highway 12, Opononi, and no previously unrecorded or suspected archaeological features or deposits were noted during the course of this survey. Therefore, it is assumed that there is a low risk of encountering previously unrecorded archaeological deposits or features during earthworks for the proposed carpark, accessway, and recreational area.

Māori Cultural Values

This assessment considers the impact on archaeological values only and does not assess the impact on Māori cultural values. Only the tangata whenua should carry out such assessments. Māori cultural concerns may include a wider range of values than those associated with archaeological sites. The strong historical connection of the general area with the tangata whenua is apparent from the documented sites, traditional histories, and known Māori place names.

Effects of the Proposal

In any area where archaeological sites have been documented in the general vicinity, there is a possibility of encountering unrecorded subsurface remains. Although this is considered unlikely in this instance, as the removal of pines will not disturb existing ground surfaces, procedures should be in place to ensure that the Council and Heritage NZ are notified if such remains are discovered.

These remains may include burnt and fire-cracked stone, charcoal, rubbish heaps containing shell, bone, and/or 19th-century glass and crockery, ditches, banks, pits, old building foundations, artefacts of Māori and/or early European origin, or human burials.

Legislation and Policy

There are two main pieces of legislation in New Zealand that govern work affecting archaeological and other significant historic heritage sites: the Resource Management Act 1991 (RMA) and the Heritage New Zealand Pouhere Taonga Act (2014).

1. Resource Management Act 1991 (RMA)

This act provides a framework for managing the use of natural and physical resources, including historic heritage. It requires local authorities to consider the effects of land use and development on heritage sites, and to provide protection for historic heritage as part of the sustainable management of resources. The RMA empowers local councils to develop district and regional plans that include rules and provisions to protect heritage sites.

2. Heritage New Zealand Pouhere Taonga Act 2014

This act is specifically focused on heritage protection and management. It establishes Heritage New Zealand Pouhere Taonga (formerly known as the New Zealand Historic Places Trust) as the main organisation responsible for identifying, protecting, and conserving New Zealand's historic places. The Act requires that any work on archaeological sites – defined as any site associated with human activity before 1900 – must have an archaeological authority from Heritage New Zealand Pouhere Taonga, regardless of whether the site is recorded or not.

Together, these two pieces of legislation play a significant role in safeguarding New Zealand's archaeological and historic heritage sites.

Resource Management Act 1991 (RMA)

Section 6 of the RMA recognises as matters of national importance: "the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, wāhi tapu, and other taonga" (S6(e)); and "the protection of historic heritage from inappropriate subdivision, use, and development" (S6(f)).

All individuals carrying out responsibilities and exercising authority under the Resource Management Act (RMA) must acknowledge and address these significant national matters when overseeing the utilisation, development, and safeguarding of natural and physical resources, as outlined in Section 6. There is an obligation to prevent, rectify, or alleviate any negative environmental impacts resulting from an activity (Section 17), including those affecting historic heritage.

Historic heritage is defined (S2) as 'those natural and physical resources that contribute to an understanding and appreciation of New Zealand's history and cultures, deriving from any of the following qualities: (i) archaeological; (ii) architectural; (iii) cultural; (iv) historic; (v) scientific; (vi) technological'. Historic heritage includes: '(i) historic sites, structures, places, and areas; (ii) archaeological sites; (iii) sites of significance to Māori,

including wahi tapu; (iv) surroundings associated with the natural and physical resources’.

Regional, district, and local plans include sections that aid in the identification, protection, and management of archaeological and other heritage sites. These plans are developed in accordance with the provisions of the Resource Management Act (RMA).

This assessment has established that the proposed residential development has little potential to affect archaeological values.

Heritage New Zealand Pouhere Taonga Act 2014 Requirements

The Heritage New Zealand Pouhere Taonga Act (HNZPTA) protects all archaeological sites, whether they have been officially recorded or not. These sites cannot be damaged or destroyed without prior authorisation from Heritage NZ, as outlined in Section 42 of the Act, in addition to any requirements set forth in the Resource Management Act (RMA).

HNZPTA Section 6 defines an archaeological site as follows:

‘archaeological site means, subject to section 42(3), –

(a) any place in New Zealand, including any building or structure (or part of a building or structure) that –

(i) was associated with human activity that occurred before 1900 or is the site of the wreck of any vessel where the wreck occurred before 1900; and

(ii) provides or may provide, through investigation by archaeological methods, evidence relating to the history of New Zealand; and

(b) includes a site for which a declaration is made under section 43(1)’

Under Section 43(1) a place post-dating 1900 (including the site of a wreck that occurred after 1900) that could provide ‘significant evidence relating to the historical and cultural heritage of New Zealand’ can be declared by Heritage NZ to be an archaeological site.

Authorities to modify archaeological sites can be applied for either in respect to archaeological sites within a specified area of land (Section 44(a)), or to modify a specific archaeological site where the effects will be no more than minor (Section 44(b)), or for the purpose of conducting a scientific investigation (Section 44(c)). Applications that relate to sites of Māori interest require consultation with (and in the case of scientific investigations the consent of) the appropriate iwi or hapū and are subject to the recommendations of the Māori Heritage Council of Heritage NZ. In addition, an application may be made to carry out an exploratory investigation of any site or locality under Section 56, to confirm the presence, extent and nature of a site or suspected site.

An archaeological authority will not be required for this project as the risk of encountering previously unrecorded archaeological deposits or features is considered to be low.

Conclusions

No previously recorded archaeological sites exist within, or adjacent to, 7-9 State Highway 12, Opononi. Nor were any suspected archaeological features or deposits encountered during the course of field survey. It is therefore considered appropriate for the proposed residential development to proceed under the provisions provided by the Accidental Discovery Protocol (ADP).

Recommendations

- There should be no major restrictions on the proposed residential development based on archaeological grounds as archaeological survey within the project area has established it is unlikely that any will be encountered or exposed during project works.
- If any suspected archaeological artefacts, deposits, or features are found during the course of project works (such as intact shell middens, hāngi, or storage pits related to Māori occupation, or cobbled floors, brick or stone foundations, and rubbish pits related to 19th-century European occupation) work should stop immediately in the area, and both Heritage NZ and the Council should be notified. If changes to an archaeological site become necessary, an Authority must be applied for under Section 44(a) of the HNZPTA and granted before any further work that will impact the site. **This is a legal requirement.**
- Alternatively, applying for an Authority in advance of works could be considered as a precaution to minimise delays if archaeological remains are uncovered once the works are underway.
- In the event of human remains being uncovered, work should be stopped immediately in the area, and tangata whenua, Heritage NZ, NZ Police, and the Council should be contacted to make appropriate arrangements.
- Since archaeological surveying cannot always detect sites of traditional importance to Māori, such as wahi tapu, tangata whenua should be consulted about the potential existence of such sites within the project footprint.

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Geotechnical Investigation Report

Project

OPONONI MARINE TRAILER CARPARK

Job No.

17693

Client

FAR NORTH HOLDINGS LTD

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1.0

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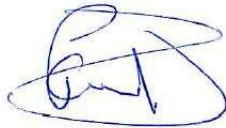
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Originator:



Emily Thompson
Civil/Geotechnical Engineer
BE(Hons), MEngNZ

Approved for issue:



PJ Cook
Chartered Professional Engineer
MACENZ, CMEngNZ, MInstD, CPEng, IntPE (NZ)
BE (Hons), Dip Ag.

Office of origin: WHANGAREI

Telephone: 09 438 9529

Contact email: ccl@coco.co.nz

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1. Executive Summary

Site Description:

Address	7-9 State Highway 12, Opononi.
General	Moderately sloping downhill in the northwestern direction. Moderately vegetated with shrubs and a few trees. There is a small gully feature running northbound within the indicative carpark area. The site is located approximately 100 metres from both State Highway 12 and Opononi Wharf.
Proposed works	The proposed development consists of an open-space carpark, including a new accessway from SH12 and 15 parking spots for trailer-mounted motor vehicle parking.
Soil profile	Hand auger and scala test results indicate that the site predominantly consists of 3.5 m of soft silty clay residual soils. It is conservatively assumed that they are underlain by completely weathered to moderately weathered Northland Allochthon.
Groundwater	The groundwater table was encountered at approximately 0.3m during the shallow investigations undertaken at the property. The groundwater table is likely to be encountered below 1.3 m bgl during summer seasons, and below 0.3 m bgl during winter seasons within the extent of the proposed development.

Site Classification:

NZ Building Code Expansive Soil Class	H – Highly Expansive Soils
AS/NZS 1170.5 Soil Class	C – Shallow Soil

Bearing Capacity Summary:

Depth to 200 kPa Uncorrected Ultimate Bearing Capacity:	0.5m bgl
Depth to 300 kPa Uncorrected Ultimate Bearing Capacity:	1.3m bgl

Geotechnical Assessments:

Slope Stability	The site poses significant risks to land instability over time. Soil creep of up to 4m deep and deep-seated failure of at least 20m deep are expected to occur in the future.
CBR	CBR of 1-2% is available at 0.3m below the existing ground level across the site, a geogrid is recommended. CBR of 3% or more is available at 0.7m below the existing ground surface, however this value is considered unreliable and may be deeper.
Settlement Effects	The shallow subsoils encountered are moderately to extremely sensitive. The site is highly susceptible to both total and differential settlement effects. Settlement control effects must be considered for the proposed development.

2. Introduction

Cook Costello has been engaged by Mr Alastair Wells of MWA solutions on behalf of Far North Holdings Limited to provide a Geotechnical Report for use in a proposed car and boat parking area for the Far North District Council (FNDC).

It is proposed to develop parking and manouvering space at 7-9 State Highway 12, Opononi (Lot 1 DP 505510). The proposal comprises constructing the following infrastructure elements and earthworks within the lot including:

- Carpark area with a capacity of vehicle and boat trailer
- Access road between State Highway 12 and the parking area.

This report outlines the following for the proposed development:

- Desktop study of the site extent,
- Interpretation of geotechnical site investigation results,
- Geotechnical assessment of the site conditions, including site subsoil classification, land instability, settlement and expansive soils
- Recommendations on retaining wall/palisade wall design
- Considerations on site foundation options
- Recommendations on surface CBR of the access road and pavements

The preliminary site development plan is attached in Appendix 1. The geotechnical testing plan showing the site testing locations and property boundaries is attached in Appendix 2.

2.1. Relevant Documentation

- NZ Building Code – B1/ VM4 – Amendment 21 (November 2023)
- New Zealand Transport Agency Bridge Manual - SP/M/022 (October 2018)
- NZS 1170.5:2004 – Structural design actions Part 5: Earthquake actions – New Zealand
- NZS 4402:1986 - Methods of testing soils for civil engineering purposes
- NZS 4431:2022 – Engineered fill construction for lightweight structures
- NZGS Earthquake geotechnical engineering practice guidelines (issued November 2021)
- Far North District Council: GIS Maps
- Far North District Council Engineering Standards - Version 0.6 (May 2023)
- Resource Management Act 1991

3. Desktop Study

3.1. Site Description

The entirety of the property has a legal description of Lot 1 DP 505510. The property has a total survey area of approximately 3.3 hectares.

As of this stage, there is no vehicle access or pedestrian access to the property. There are no structures built within the lot.

The property mainly comprises moderately sloping terrain (approx. slope angle of 13 degrees), which generally slopes downhill towards the northwest. The site is mostly covered in grass, trees and gorse. The approximate site extent and corresponding lot boundaries are shown in Figure 1.



Figure 1: Site extent of Lot 1 DP 505510 (FNDC GIS Maps – Property and land).

3.2. Proposed Development

It is proposed to build a marine trailer carpark at 7-9 State Highway 12, Opononi. The proposed carpark includes parking and manoeuvring for 15 light vehicles and boat trailers, with an access road that connects the parking area to Hokianga Harbour Drive, State Highway 12.

The preliminary schematic plan of the proposed development are provided in Figure 2. The preliminary site development documents are attached in Appendix 1.

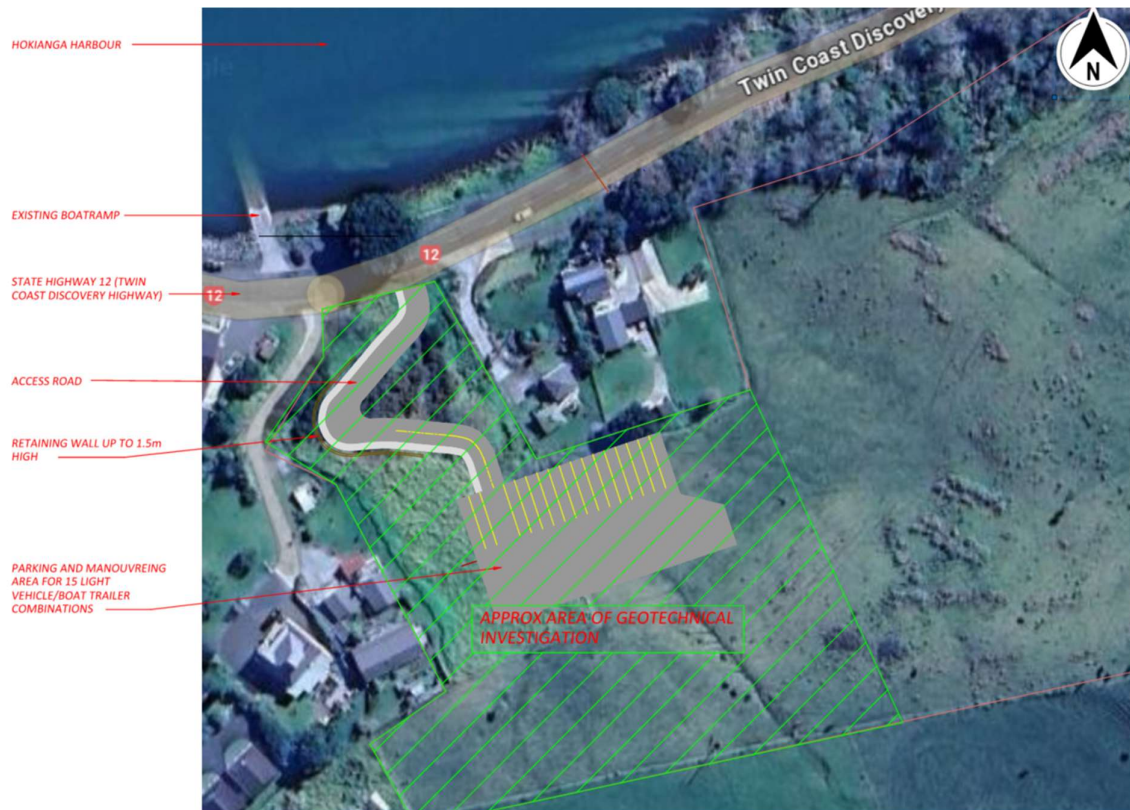


Figure 2. Preliminary site development scheme plan (Tutukaka Consultants Limited).

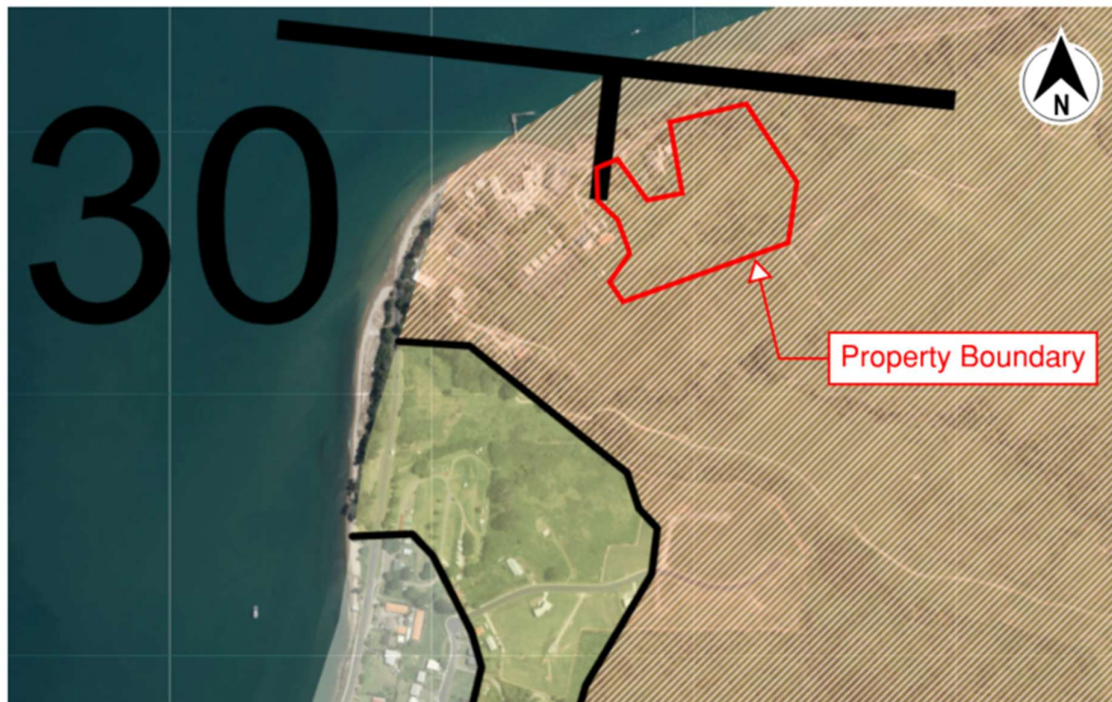
3.3. Published Geology

The GNS Science online geology map defines the site is underlain by Mahurangi Limestone (Motatua complex) of Northland Allochthon, which consist of micritic coccolith foraminiferal muddy limestone, commonly with redeposited beds of glauconitic sandstone. Refer to Figure 3 for the geological formation surrounding the site.

Based on the Northland Regional Council's (NRC) Soils factsheet viewer, approximately 17% of the proposed site is mapped as Arapohue Clay Hill variant (AUH), which comprises limestone soils. The soils are relatively young, with soil profiles defined by limestone basement rock. They are also 45-55% montmorillonite clay, making them vulnerable to droughts and cracking. They appear at shallower depths on steep slopes.

The remaining 83% of the proposed site is mapped as Omahuta clay loam with coarse-structured subsoil (ONE), which comprises young sandstone soils. The soils are prone to tunnel gully, which can trigger extensive slumping and earthflow erosion. The soils pose erosion risks in the form of landslide erosion, gully erosion and tunnel gully erosion.

These are regionally scaled documents and should not be relied on for site-specific acceptance.

**LEGEND**

Mahurangi Limestone (Motatau Complex) in Northland Allochthon



OIS5+ (Early Pleistocene to Middle Pleistocene) estuary, river and swamp deposits



OIS4-OIS1 (Late Pleistocene to Holocene) estuary, river and swamp deposits

Figure 3. Geology of the site extent. (1:250k GNS Geological Maps).

3.4. Hazards

Based on the FNDC flood modelling maps, the proposed site is not susceptible to river flood hazards. The nearest floodplains are identified at approximately 200 metres away from the southern end of the indicative site extent. Refer to Figure 4 for the modelled flood hazards surrounding the site.



Figure 4. River flood hazards at the site extent (FNDC GIS Maps – GHD Flood Modelling).

NRC has mapped the northern extent (indicative location of the proposed access road) of the lot within the tsunami inundation zone, as shown in Figure 5.

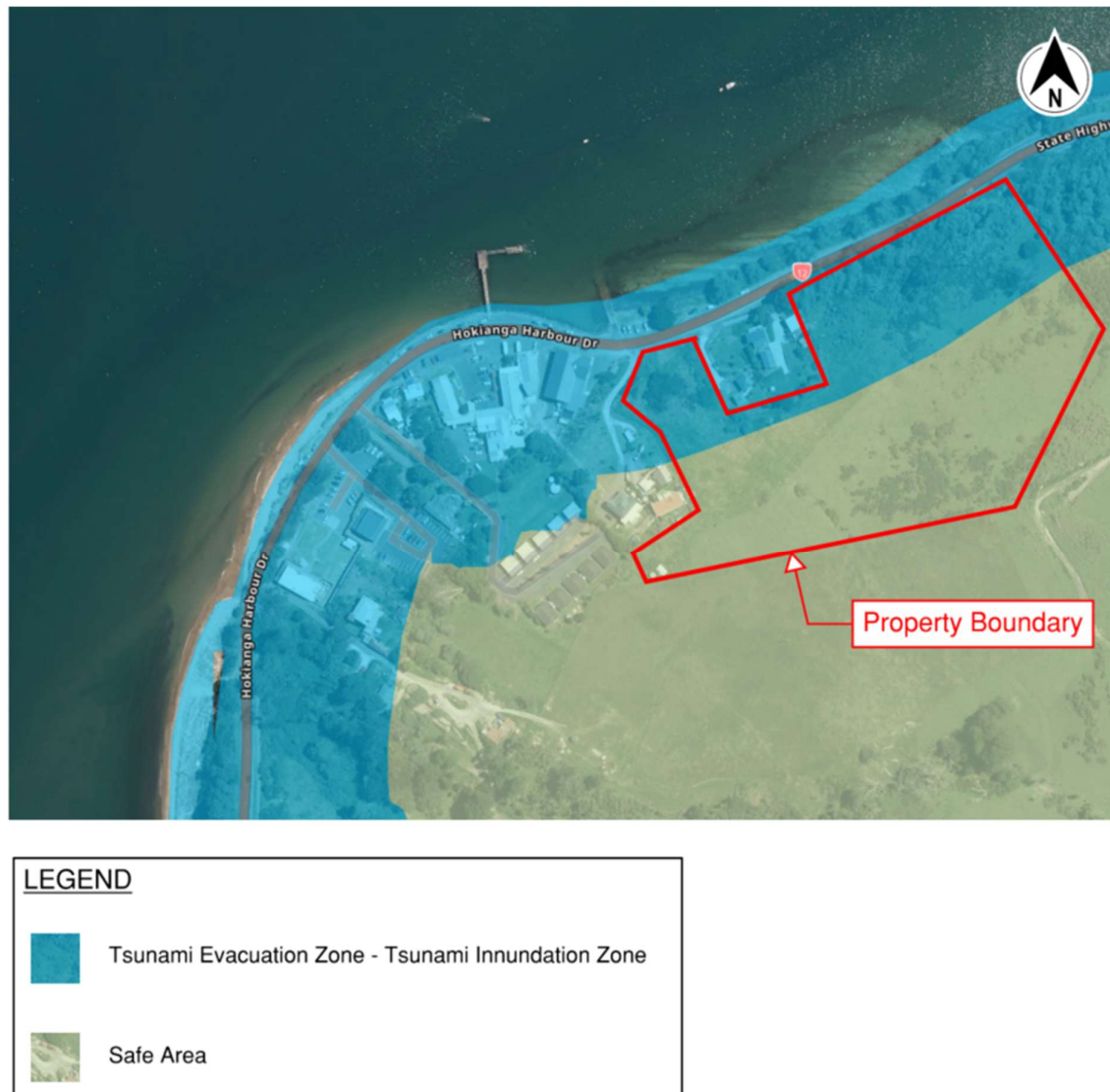


Figure 5: Tsunami Inundation Zones of the site extent (Source: NRC Maps – Natural Hazards).

Based on the Northland Regional Council Natural Hazards Maps, the access road entry from State Highway 12 is within the 100 and 100+ year coastal flood hazard zones. The site is also mapped to be near the coastal erosion hazard zones. The coastal hazard is not considered a risk to the site as it barely encroaches on the northwestern boundary. Refer to Figure 6 for the coastal erosion and coastal flood hazard zones mapped near the site.

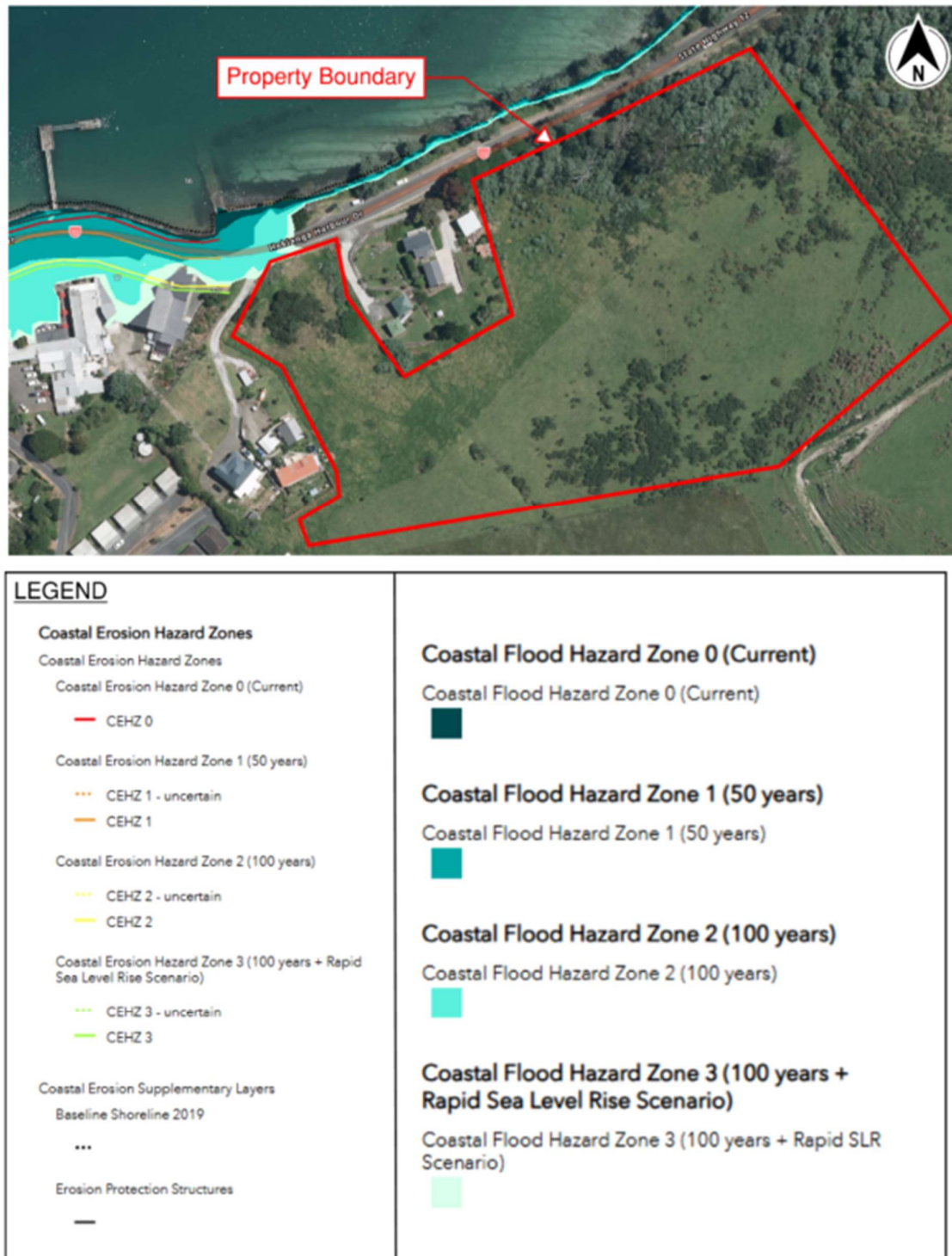


Figure 6. Coastal erosion & coastal flood hazard zones at the site extent (Source: NRC Maps – Natural Hazards).

It should be noted that these are regionally scaled documents and should not be relied on for site-specific information.

3.5. Historical Imagery

Satellite images from Google Earth Pro indicate that there are potential signs of previous earthworks undertaken adjacent to the southern boundary of the site, as shown in Figure 7 below.

Features of hummocky terrain are present in the early 2010s and is progressing downslope.



Figure 7. January 2017 satellite image showing signs of earthworks adjacent to the southern lot boundary (Source: Google Earth Pro).

4. Ground Investigation

Cook Costello Geotechnical Engineer and GeoCivil undertook a site visit with ground investigations at the site on 12th May 2025. The ground investigations were undertaken with the following investigation points within the proposed footprint of the carpark and access road:

- 8 no. Hand-augured boreholes (HA01 to HA08) to determine the nature of near surface soils
- 8 no. Scala penetrometer (SP01 to SP08) tests to determine the strength/ stiffness of the near surface soils.

The test locations are shown on the site investigation plan attached as Appendix 2. Full test results can be found in Appendix 3. Testing has been spread across the site to account for any variations in the conceptual carpark layout and access road alignment.

4.1. Site Walkover Observations

Cook Costello Geotechnical Engineer observed the following points during the site walkover on 12th May 2025:

- There was no rain during the site walkover. It had been raining a few days prior to the date of the site walkover. The ground surface was muddy and wet to walk on at the time of our site visit.
- The site was moderately vegetated with shrubs and a few trees.
- The topography of the site was hummocky, indicating signs of soil creep due to shallow soil failures.

Site photographs are attached in Appendix 4.

4.2. Hand Auger Investigations

The 8 hand auger investigation results (HA01 to HA08) are summarised in Table 1. The locations of the tests are shown in Appendix 2. The detailed logs and testing results are attached in Appendix 3.

Table 1. Summary of Hand Auger results.

Test ID	Depth (m bgl) ¹	Groundwater depth (m bgl)	Test Results	
			(mbgl)	Soil Type
HA01	3.0	0.3	0.3	TOPSOIL, trace of rootlets; dark brown, mottled black. Moist.
			1.5	CLAY, trace of rootlets; brown, mottled light brown. Wet, high plasticity.
			3.0	CLAY, trace of peat; light brown. Wet, low plasticity.
HA02	1.3	N.E. ²	0.1	TOPSOIL, trace of rootlets. Moist, high plasticity.
			0.3	CLAY, trace of silt; dark grey, mottled black. Moist, high plasticity.

Test ID	Depth (m bgl) ¹	Groundwater depth (m bgl)	Test Results	
			(mbgl)	Soil Type
			1.3	CLAY; light brown. Moist, high plasticity.
HA03	2.7	N.E.	0.2	TOPSOIL, with some organics, trace of sand. Moist, moderate plasticity.
			0.9	Silty CLAY, trace of rootlets; dark grey. Moist, high plasticity.
			1.6	CLAY, with some silt. Moist, high plasticity.
			2.4	Silty CLAY, trace of sand and gravel; light grey, mottled orange. Moist, high plasticity.
			2.7	Clayey SILT, minor sand; light greyish brown. Wet, high plasticity.
HA04	1.6	N.E.	0.2	TOPSOIL, with some organics; dark brown, mottled black. Moist, moderate plasticity.
			0.6	Silty CLAY, trace of rootlets; greyish brown. Moist, high plasticity.
			1.6	Silty CLAY, minor sand; greyish brown. Moist, high plasticity.
HA05	1.4	N.E.	0.2	TOPSOIL, with some organics. moist, moderate plasticity.
			1.2	Silty CLAY, trace of rootlets; light brown, mottled grey. Moist, high plasticity.
			1.4	Sandy SILT, with some clay; brown, mottled grey. Moist, moderate plasticity.
HA06	2.1	N.E.	0.2	TOPSOIL, with some organics; black. Moist, moderate plasticity.
			0.5	CLAY, with some organics; dark grey, mottled black. Moist, high plasticity.
			1.4	Silty CLAY, trace of fine sands; orange brown. Moist, high plasticity.
			2.1	Silty CLAY, with minor fine sands; greyish brown, mottled white. Moist, high plasticity.
HA07	2.6	N.E.	0.2	TOPSOIL, with some organics; dark brown. Moist.
			2.6	Silty CLAY, trace of organics; brownish orange. Moist, high plasticity.
HA08	0.8	N.E.	0.2	TOPSOIL, with some organics, trace of sand; dark brown, mottled black, Moist, high plasticity.
			0.8	Silty CLAY, trace of fine sand; grey, mottled brown. Moist, high plasticity.

1. m bgl = meters below ground level

2. N.E. = Not encountered.

4.3. Scala Penetrometer Investigations

It is noted that the Scala results do not appear consistent with the shear vane strengths measured onsite. In this case, the weakest result has been used in the analysis. The discrepancy is theorised due to the combination of very cohesive soils, gravels present and a large variety of soil strengths within close proximity to each other.

Scala penetrometer results show that an uncorrected ultimate bearing capacity (UBC) is in excess of 200 kPa (100 kPa dependable) from approximately 0.5m below the existing ground level across the site, below any topsoil or fill. An uncorrected ultimate bearing capacity is in excess of 300 kPa (150 kPa dependable) from approximately 1.3m below the existing ground level, below any topsoil or fill. The results from the Scala Penetrometer tests carried out at the site are summarised in Table 2.

Uncorrected ultimate bearing capacities derived from Scala Penetrometer tests were estimated using the procedure presented by M.J. Stockwell in the paper 'Determination of allowable bearing pressure under small structures (June 1977)'. Bearing capacities should be corrected for the proposed foundation dimensions once these are known.

Table 2. Summary of uncorrected ultimate bearing capacity identified at each SP location.

Test ID	Depth Below Ground (m)	Scala Penetrometer (blows/100mm)	Uncorrected Ultimate Bearing Capacity (kPa)
SP01	0.2	2	>200
	0.3	3	>300
SP02	0.4	2	>200
	0.6	3	>300
SP03	0.2	2	>200
	0.4	3	>300
SP04	0.3	2	>200
	1.3	3	>300
SP05	0.3	2	>200
	0.7	3	>300
SP06	0.3	2	>200
	0.6	3	>300
SP07	0.5	2	>200

Test ID	Depth Below Ground (m)	Scala Penetrometer (blows/100mm)	Uncorrected Ultimate Bearing Capacity (kPa)
	0.7	3	>300
SP08	0.2	2	>200
	0.4	3	>300

Based on the FNDC Engineering Standards Sheet No. 5 (Revision 0.1, January 2021), available California Bearing Ratios (CBR) at the existing site are inferred from the scala penetrometer results from the shallow site investigations undertaken on 12th May 2025.

Scala Penetrometer results show that an inferred CBR of 1% is available at 0.3m bgl across the existing site. A summary of the available inferred CBR from the Scala Penetrometer results at the existing site is presented in Table 3 below.

Table 3. Summary of available CBR of the existing site inferred from scala penetrometer results.

Test ID	Depth Below Ground (m)	Scala Penetrometer (blows/100mm)	Inferred CBR (FNDC Engineering Standards) (%)
SP01	0.3	3	6
SP02	0.3	1	2
	0.5	2	3
SP03	0.3	2	3
SP04	0.3	2	3
SP05	0.3	1	2
	0.7	2	3
SP06	0.3	2	3
SP07	0.3	0	1
	0.7	1	2
SP08	0.3	3	6

Scala readings may appear higher than onsite conditions below the depth of 0.5m due to the friction of highly plastic clay and may be lower than recorded. CBR below 0.5m from current ground level should be confirmed onsite during construction.

Due to the low CBR readings, it is recommended to use a geogrid within the pavement design.

4.4. Water Table

While groundwater was not encountered at the hand augers, suspected localised perched groundwater was encountered at 0.3m below the existing ground level at HA01 and soils encountered were all noted to be moist/wet. Refer to Table 4 for the results of the measured groundwater levels.

Based on the measured groundwater levels on site, the natural water table is considered to be at a greater depth than that achieved in this investigation (> 1.3m). Since the ground investigation was undertaken during the autumn wet season, the groundwater level is expected to be below 0.3m bgl during the wet winter season, however perched water may be encountered.

Table 4. Measured Groundwater levels below ground level.

Source	Measured Date	Depth Below Ground (m bgl)
HA01	12 th May 2025	0.3

5. Geotechnical Assessment

5.1. Site Subsoil Profile

Based on the shallow site investigations undertaken on 12th May 2025, the shallow extents of the subsoil profile is dominated by silty CLAY with traces of sand at high plasticities. Based on desktop studies and our current understanding of the site geology, we conservatively assume that the deeper extents of the subsoil profile are Northland Allochthon of decreasing weathering and increasing strength with depth.

Hand shear vanes were undertaken at regular intervals in the hand auger to assess the peak and residual shear strengths. It is noted that the Scala results do not appear consistent with the shear vane strengths measured onsite. In this case, the weakest result has been used in the analysis. The discrepancy is theorised due to the combination of very cohesive soils, gravels present and a large variety of soil strengths within close proximity to each other.

The ratio of peak to residual shear strength indicates the clay's sensitivity. Clays with high sensitivity can undergo rapid and unpredictable changes in strength and behaviour when subject to external forces. Clays with a ratio over 4 are considered to be sensitive and would require special consideration and assessment.

Moderately sensitive to extra sensitive silty clays are encountered upon undertaking of shear vanes at the HA01, HA03, HA04, HA06 and HA07 at shallow depths of the existing subsoil profile. Refer to Appendix 3 for the detailed results of the shear vanes undertaken.

The soil parameters based on the interpretation of existing site investigations and results of the site investigations undertaken on 12th May 2025 are listed in Table 5 below.

Table 5. Subsoil profile based on the shallow soil investigations.

Soil Type	Depth (m bgl)	Unit Weight (γ)	Effective Cohesion (c')	Effective Angle of Internal Friction (ϕ')	Undrained Shear Strength (S_u)
Residual Soils	0 – 3.5	18	2	24	55
Completely Weathered Northland Allochthon	3.5 – 10	19	8	30	150
Highly Weathered Northland Allochthon	10 – 20	21	10	32	200
Moderately Weathered Northland Allochthon	> 20	22	14	34	300

5.2. Site Subsoil Classification

The soils encountered across the site are generally consistent with the site subsoil classification Class C Shallow Soil sites as per NZS1170.5: 2004.

Therefore, the site is conservatively assumed to be Class C. Further investigation could be undertaken, however, to refine the subsoil classification.

5.3. Seismic Assessment

5.3.1. Seismic parameters

Peak horizontal ground accelerations (PGA) have been calculated in accordance with NZGS Module 1 (2016) using the following formula:

$$PGA = C_{0,1000} * R * f * g / 1.3$$

- Unweighted peak ground acceleration coefficient corresponding to a 1000-year return period for Class A or B rock site:

$$C_{0,1000} = 0.13 \text{ for the Northland region (NZTA Bridge Manual Commentary (2018) Table C6)}$$

- Return period factor:

$$R = 1.0 \text{ for a 500-year return period event (NZS1170.5:2004)}$$

- Site response factor:

$$f = 1.3 \text{ for Class C soft soil sites}$$

Thus, the $PGA = 0.13 \times 1.0 \times 1.33 \text{ g} / 1.3 = 0.15 \text{ g}$

As a lower bound, the ultimate limit state effects to be designed for shall not be taken to be less than those due to a 6.5 magnitude earthquake ($M_w = 6.5$) at 20 km distance, for which the peak ground acceleration coefficients shall be derived from Table 6.3 of NZTA's Bridge manual SP/M/022 (October 2018).

Thus, the $PGA = 0.19 \text{ g}$

ULS Earthquake $M_w = 6.5$ should be adopted for site assessments.

The PGA may be affected considering the topographic amplification factor A_{topo} , according to the following situations, as illustrated in NZGS Earthquake geotechnical engineering practice – Module 6. Ground shaking may be significantly amplified by certain topographic features, including long ridges and cliff tops. The phenomenon of topographic amplification is well recognised internationally, and the following simplified recommendations have been adapted from Eurocode 8, Part 5: BS EN 1998-5: 2004 (Annex A). Amplification factors are provided below with respect to the topographic situation.

For cliff features > 30m in height, $A_{topo} = 1.2$ at the cliff edge and the area on top of the cliff of width equal to the height of the cliff;

For ridgelines > 30m in height with crest width significantly less than base width, and average slope angle greater than 30°, $A_{topo} = 1.4$ at the crest diminishing to unity at the base;

For ridgelines > 30m in height with crest width significantly less than base width, and average slope angle greater than 15° and less than 30°, $A_{topo} = 1.2$ at the crest diminishing to unity at the base;

Although there are ridgelines of greater than 30m in height, the average slope angle surrounding the site is less than 15 degrees. In this specific case, topography effects may be neglected, and we can consider the following parameters:

$A_{topo} = 1.0$ (Average slope less than 15 degrees).

As outlined in Table A1 of NZGS Earthquake Geotechnical Engineering Practice Module 1, the seismic parameters are summarised in Table 6 below.

Table 6. Seismic parameters of the site.

Limit State	Magnitude	Peak Ground Acceleration (PGA)
ULS ¹	6.5	0.19
SLS ²	5.8	0.03

1. ULS = Ultimate Limit State

2. SLS = Serviceability Limit State

5.3.2. Liquefaction Assessment

Based on the ground conditions encountered, the fines content in the soil layers is likely to be higher than 35%, indicating that cohesive soil properties would dominate the behaviour of the soil layers due to the soil classification being SILT/CLAY with a high plasticity index that is likely greater than 12%.

Given that the fines content in these layers is greater than 35% and the plasticity index is greater than 12%, based on Lade et.al. 1988 and Bray et. al. 2004, the soils at the site can be classified as “non-susceptible to liquefaction”.

5.4. Slope stability assessment

The risk of slope failure is determined by the Factor of Safety and is derived by the ratio of stabilising forces to destabilising forces. The criteria of an acceptable slope will generally have a factor of safety of 1.2 to 1.5, having a normal factor value of 1.5 for commercial construction. These factors of safety have been developed by geotechnical engineers to accommodate uncertainties in geometric accuracy, rock properties, analysis methods, and the validity of assumptions made.

It is important to note that the modelled factor of safety does not assure safety from instability or slope movement but indicates a reduced risk of failure. Table 7 shows the approximate likelihood of failures for different values of factors of safety (*Meyerhof, G., Canadian Geotechniques, Vol 7, No. 4 (11/70); Wu, T. H., et al, ASCE, SM2 (3/70); Semple, R. M., Ground Engineering (9/81).*

Table 7. Approximate likelihood of failures for different values of factor of safety.

Factor of Safety (FOS)	Likelihood of Failure Per Annum
1.1	1:10
1.3	1:50
1.5	1:200
1.7	1:1000

Generally, the higher the risk category for the asset under consideration, the higher the design FOS to be adopted. The Building Research Association of New Zealand (BRANZ) has completed two quantitative study reports (SR004 and SR083) on slope stability at potential building sites. It is from these reports that we have adapted our methodology for slope stability analysis.

The likelihood of slope failure was modelled using the software “SLIDE2” by Rocscience. The analyses have been performed on five cross-sections (refer to Appendix 5). The cross-section shows the worst-case section of the proposed carpark and access road in terms of slope stability.

We have modelled three separate scenarios for the cross-sections:

- Normal groundwater conditions
- Raised groundwater conditions
- Seismic conditions at ULS as per NZS1170.5:2004 & Module 1 NZGS 2021.

For all scenarios modelled, we assessed potential non-circular failure surfaces. Morgenstern and Price method was adopted for the analysis of critical slip surfaces. The parameters used for slope stability are presented in Table 8. Soil parameters used for slope stability analysis. As documented in Section 5.1 of the report, the parameters of the top residual layer was determined based on the hand auger, shear vane and scala tests undertaken on 12th May 2025. Topsoil was not included in the slope stability model.

Table 8. Soil parameters used for slope stability analysis.

Soil Type	Depth range (m bgl ¹)	Density (γ) kN/m ³	Effective Cohesion (c') kPa	Effective Friction Angle (φ') deg.	Undrained Shear Strength (Su) kPa
Residual Soils	0 - 3.5	18	2	24	55
Completely Weathered Northland Allochthon	3.5 – 10	19	8	30	150
Highly Weathered Northland Allochthon	10 – 20	21	10	32	200
Moderately Weathered Northland Allochthon	> 20	22	14	34	300

1. m bgl = metres below ground level

Geotechnical design parameters have been determined based on the in-situ test data from sites surrounding the property, site inspection, and knowledge of the local geology. Conservative estimations of some parameters have been made where there is a lack of available data.

A summary of the factor of safety compared to the NZ bridge manual, 3rd edition, section 6.4 FoS results from the analyses is presented in Table 9.

Table 9. Summary of stability results for the proposed development using SLIDE by 'Rocscience'.

Model	Assumed surface model	Static current groundwater conditions	Assumed 'raised' groundwater conditions	Seismic loading
Cross-section 1	Non-circular	1.5+	1.03	1.17
Cross section 1 (Site cuts and Drains)	Non-circular	1.41	1.30	N/A
Cross-section 2	Non-circular	1.08	0.87	1.4
Cross-Section 3	Non-circular	1.5+	1.25+	3.1
Required	Non-circular	1.5	1.25	1.0

As seen in Table 9, while not currently unstable except for the conservatively estimated driveway location, the minimum FOS are not reached as per the Bridge Manual. It is also evident that soil creep is prevalent onsite.

It is important to ensure that the net effect on the site is positive from the original site conditions. This is shown to be achieved with appropriate drainage.

Soil cuts of 1V:2.5H were modelled in the worst-case cross-section for the car park area (Cross section 1) to display how a cut would affect the site, along with 4m deep counterfort drains (modelled to a drop in water table to 3m below surface level of the car park).

Since the site is underlain by Northland Allochthon of highly variable strength, soil creep and deep-seated failure are inherent slope stability risks, as presented in the SLIDE outputs.

Further geotechnical site investigations and laboratory testing are advised for more accurate identification and classification of the land stability hazards at the site, which are to be confirmed at later project stages. Deeper soil testing is recommended for any deep retaining walls, which will require vehicle-driven access to the site.

5.5. Expansive soils assessment

Expansive soils are those which undergo significant changes in volume alongside changes in water content. The classifications range from S for slightly reactive soils, through M and H, moderately and highly, to E for extremely reactive soils.

The site classification has been determined from the calculated characteristic ground surface movement, Y_s . The relationship between Y_s and the site classification, as defined by AS 2870:1996 is highlighted in Table 10 below. A study undertaken by BRANZ in 2003 (BSR120A) of soil expansivity in the Auckland region is also referred to for New Zealand-based assessments.

The three main variables which influence the results are: the active zone depth, H_s ; the change in soil suction, ΔU_s ; and the Shrinkage Index, I_{ps} .

The change of soil suction is taken as $1.2pF$.

The standard industry procedure in New Zealand as defined in MBIE B1 Structure 2021, Section 3.2 is to adopt an active depth, H_s , of 1.5m (adopted from BSR120A).

B1 structure also has factored up the return period drought from 1 in 300 years to 1 in 500 years by a factor of 1.11 which is applied to Y_s .

Table 10. Classification by characteristic surface movement (from Table 2.3 of AS 2870:1996).

Characteristic surface movement	Classification of site
$0 \text{ mm} < y_s \leq 20 \text{ mm}$	S – Slightly reactive
$20 \text{ mm} < y_s \leq 40 \text{ mm}$	M – Moderately reactive
$40 \text{ mm} < y_s \leq 70 \text{ mm}$	H – Highly reactive
$70 \text{ mm} < y_s$	E – Extremely reactive

The classification provided in 17 is based on Australian standards, and B1 Structure clause 7.5.13.1.2 Expansive soil class shall be defined as

- (a) Slightly 'S', having an Iss range of 0–1.9%, and a 500-year design characteristic surface movement return (ys) of 22 mm, or
- (b) Moderately 'M', having an Iss range of 2.0–3.7% and a 500-year design characteristic surface movement return (ys) of 44 mm, or
- (c) Highly 'H', having an Iss range of 3.8–6.5% and a 500-year design characteristic surface movement return (ys) of 78 mm, or
- (d) Extremely 'E', having an Iss range of 6.6–7.5% and a 500-year design characteristic surface movement return (ys) of 90 mm.

Based on our understanding of the site geology, and preliminary test results from the site investigations undertaken on 12th May 2025, we conservatively classify the site as **Class 'H' - Highly**. The differential movement resulting from varying classes of expansivity should be considered from the highest estimate to 0.

Further laboratory testing is recommended for more accurate site-specific classification of expansive soils. These include but are not limited to the following that are recommended in NZS3604:2011:

- Liquid Limit test (in accordance with NZS4402.2.2:1986)
- Linear shrinkage test (in accordance with NZS4402.2.6:1986)

5.6. Surface CBR Recommendations

Scala penetrometer results show that there are huge variances in inferred CBR throughout the site extent. CBR of 1-2% is available at 0.3m bgl, below any topsoil.

Based on the scala penetrometer results, the expected cutting depth for pavement surfacing with CBR of 3% is 0.7m below the existing surface level.

Due to the low CBR available, geogrid is recommended for the pavement.

5.7. General Recommendations for Development

Based on desktop studies on the site geology, and with knowledge of the clayey soils of high plasticity and varying strengths and stiffness encountered from the site investigations, we believe that the proposed development of the carpark and access road is highly susceptible to both total settlement and differential settlement. These settlement effects must be considered due to surcharges or loss of overburden stress from any proposed road infrastructure or construction works.

Where possible, each structure should adopt a single consistent type of foundation, either shallow foundations or piled, not a combination of both, to limit the effects of differential movement. Where multiple foundation types are required for a single structure, they should be designed to perform

uniformly across the foundation plane so as to minimise differential movements resulting from settlement and expansive soils.

The expansive soils beneath the site have been classified as Class E in terms of New Zealand Building Code B1/AS1 (Amendment 19). Shallow foundations should be designed in accordance with NZ Building Code – B1 for a characteristic surface movement of 90 mm.

For lateral and shaft capacities of deep or piled foundations, the upper 0.75 mbgl should not be relied upon to provide shaft resistance (tensile and/or compressive resistance due to the presence of expansive soils, which may shrink away from the pile face).

5.7.1. Strength Reduction Factor

As required by Section B1/VM4 of the New Zealand Building Code Handbook, a strength reduction factor of 0.50 or 0.80 must be applied to all recommended geotechnical ultimate soil capacities in conjunction with their use in factored design load cases for static and earthquake overload conditions, respectively.

5.7.2. Retaining Wall Design

All retaining wall designs must consider the surcharges imposed from slope angles and any other surcharges applied on or behind the wall and follow the guidance of NZGS Guideline Module 6: Earthquake Resistant Retaining Wall Design.

The soil parameters, determined from results of site investigations and current understanding of the site geology, are presented in Table 11. They may be utilised if the design of retaining walls at the site is required.

Table 11. Soil parameters for retaining wall design.

Material Type	Depth (mbgl)	Unit Weight γ (kN / m ³)	Friction Angle ϕ (degrees)	Interface Friction Angle δ (degrees) ¹
Residual Soils	0.0 – 3.5	18	24	16
Completely Weathered Northland Allochthon	3.5 – 10	19	30	20
Highly Weathered Northland Allochthon	10 – 20	21	32	20
Moderately Weathered Northland Allochthon	> 20	22	34	22
Engineered FILL ²	-	19	33	22

1. Friction angle between soil and retaining wall calculated at $2/3 \phi$.
2. Engineered fill is assumed to comprise suitably compacted granular material; care should be taken not to undertake compaction directly adjacent to the retaining wall, as this will impact additional loading on the wall.

Specifically engineered design of any structural retaining systems shall be confirmed upon discussion with a Chartered Geotechnical Engineer at later project stages.

Retaining walls should take into account soil creep.

5.7.3. Earthworks and Development Options

Given the weak, highly plastic residual soils and inherent slope instability identified on site, earthworks must be undertaken with care. We present three conceptual development approaches to inform the client of potential options. These should be used as a basis for further design development. Estimated pile depths are indicative only and will require confirmation through detailed geotechnical design and further investigation.

Option 1: Major Earthworks with Full Cut and Retain

This option involves cutting approximately 3 m into the upslope to form a flat carpark platform. The uphill face would require a retaining wall system (e.g. soldier or palisade wall) to stabilise the cut face. Based on current knowledge of subsurface conditions, pile depths are estimated at around 6 m to reach more competent underlying materials.

A palisade wall would also be required downslope to manage slope stability risks and prevent outward movement of the fill platform. Pile depths for this wall are tentatively estimated at 6 m.

Note: These depths are ballpark figures only and must be verified during detailed design stages with further site-specific investigations (e.g. deep boreholes, CPTs).

This option provides the most stable long-term surface but comes with increased construction costs due to the scale of excavation and structural retaining.

Option 2: Moderate Cut with Sloping Platform

This option involves a moderate 1 m cut into the upslope to accommodate a gently sloping carpark surface that follows the natural terrain. A retaining wall approximately 3 m deep is required at the base of the cut slope to stabilise the upslope face.

To improve long-term slope stability and reduce groundwater-related movement, counterfort drains are proposed upslope of the wall:

- Drains are to be 4 m deep, spaced at 15 m intervals, and aligned parallel to contours.
- Each drain should include drainage metal wrapped in Bidim A24 (or equivalent) geotextile.
- A 750 mm thick compacted clay cap is to be placed over each trench to limit surface infiltration.
- A cutoff swale should be installed at least 0.5 m upslope of the slope crest to intercept surface water and prevent it from entering the slope.

The downslope batter may be left unretained, provided it is no steeper than 1V:2.5H and includes a 0.5 m buffer zone at the same slope angle as the carparking area from the edge of the carpark to allow for soil creep without directly affecting pavement performance.

This option balances reduced earthworks with active drainage and structural support. It reduces overall cut depth and construction costs compared to Option 1, while significantly improving slope resilience compared to the unretained minimal intervention approach.

Option 3: Minimal Intervention – Natural Grade Carpark

This option involves minimal earthworks, keeping the carpark surface closely aligned with the existing terrain. Topsoil would be stripped, and minor regrading performed as needed. Based on LIDAR data, this would result in a slope of approximately 9–11% diagonally across the car park.

No structural retaining is proposed under this option. However, this approach carries the greatest geotechnical risk due to ongoing soil creep, high settlement potential, and the absence of slope support. Maintenance issues such as surface cracking, localised slumping, and poor drainage performance should be expected over time.

5.8. Earthworks Recommendations

- Pile depths mentioned above are indicative only and must be confirmed through detailed geotechnical design and site-specific investigations during later project stages.
- All earthworks should comply with NZS 4431:2022, with structural fill compacted in ≤300 mm layers to 95% MDD, under engineer supervision.
- Retaining is recommended for any cuts exceeding 1.5 m in height.
- Where cut batters are formed, they should be vegetated or otherwise protected against erosion.
- Stormwater must be intercepted and diverted away from cut faces, fill zones, and pavement areas to prevent saturation of the subsoils.
- Flexible pavement systems (e.g. gravel, chipseal, or asphalt) are recommended for all options due to the expected ongoing ground movement.
- All engineered or structural hardfill should be placed in ≤ 300 mm lifts and be compacted to a minimum of 95% of maximum dry density, at no less than optimum moisture content. Compaction should be achieved using standard plant and methodology suitable for the imported material.
- Compacted hard FILL beneath the building platform exceeding a depth of 300 mm will require testing and certification by a suitably qualified engineer.

6. Construction Monitoring

It is recommended that a Cook Costello engineer observes any form of earthworks at the site to confirm whether the ground conditions encountered are as assumed during the preparation of this report. In the case that the actual ground conditions deviate from the ground conditions presented in this report, Cook Costello would be in a position to recommend appropriate design and/or construction modifications that suit the actual ground conditions.

The following inspections are suggested as a minimum:

- Review of foundation excavations to confirm founding material is of suitable bearing capacity.
- Compaction testing if engineered fill exceeding 300 mm depth is used on site.
- Pre-pour inspection of any retaining walls/pile foundation if required.

Inspections in addition to those stated above may be required depending on the chosen foundation solution and this should be confirmed in consultation with the structural engineer once the final foundation solution has been chosen. Inspections should be undertaken by a suitably qualified engineer.

7. Conclusions

Geotechnical investigations indicate that the site is susceptible to land instability and settlement effects over time. The subsoil properties lack adequate strength and stiffness parameters necessary for the proposed development.

The geotechnical assessment and general recommendations for the proposed development are listed:

1. Slope stability results provided unsatisfactory factors of safety across the modelled scenarios.
2. Soils are assumed to be highly expansive, Class 'H' soils as per NZ Building Code Clause B1. This means that the encountered clays may be prone to extreme volumetric changes (swelling and shrinking) that are directly related to changes in water content. Shrinkable soils are a significant risk to foundations. Expansive soils fall outside the definition of "good ground" according to NZS3604:2011. Specific foundation design is required for the site.
3. The site meets the definition of Class C – Shallow soil sites as per NZS1170.5:2004.
4. Inferred surface CBR values are low, generally 1–2% at 0.3 m below existing ground level, with some higher values below 0.7 m. Pavement support at current levels is considered poor and will require subgrade improvement or deeper excavation.
5. Slope stability analysis has returned unsatisfactory factors of safety under static, raised groundwater, and seismic loading. Soil creep is ongoing.
6. The site is marginally stable in its current condition, and significant disturbance through earthworks—particularly unretained cuts—may trigger or accelerate global failure or soil creep. This risk increases with deeper cuts or removal of buttressing soils.
7. Three development options have been outlined:
 - Option 1: 3 m cut with full retaining; provides flat pad but highest construction cost and earthworks risk.
 - Option 2: 1-1.5 m cut with moderate slope and partial retaining or battering; a balance of performance and cost.
 - Option 3: Minimal earthworks with natural slope; lowest upfront cost but greatest long-term maintenance and risk of differential movement.
8. All options require careful consideration of stormwater control, as uncontrolled surface or subsurface water may exacerbate ground instability.
9. All pavements should be of flexible construction (gravel, chipseal, or asphalt) to accommodate expected settlement and ground movement.
10. Pile depths referenced for retaining walls are estimates only. Final depths and designs must be confirmed via detailed geotechnical design and deeper investigation (e.g. machine boreholes, CPT testing).

11. Any earthworks conducted at the site should be undertaken and tested in accordance with NZS4431:2022. Compacted hardfill beneath the building platform exceeding a depth of 300mm will require testing and certification by a suitably qualified engineer.

8. Limitations

This report has been prepared for the benefit of Far North Holdings Limited as our client with respect to an investigation of the proposed development and the Far North District Council's approval of the proposal as defined in the brief. It shall not be relied upon for any other purpose. The reliance by other parties on the information or opinions contained in this report shall, without our prior review and agreement in writing, be at such parties' sole risk.

Opinions and judgments expressed herein are based on our understanding and interpretation of current regulatory standards and should not be construed as legal opinions. Where opinions or judgments are to be relied on, they should be independently verified with appropriate legal advice. Any recommendations, opinions, or guidance provided by Cook Costello in this report are limited to technical engineering requirements and are not made under the Financial Advisers Act 2008.

Recommendations and opinions in this report are based on data from testing and observations undertaken on-site. The nature and continuity of subsoil conditions away from the tests are inferred and it must be appreciated that actual conditions could vary considerably from the assumed model.

During excavation and construction, the site should be examined by a Cook Costello Engineer or Engineering Geologist to judge whether the exposed subsoils are compatible with the inferred conditions on which the report has been based. It is possible that the nature of the exposed subsoil may require further investigation and modification of the design based on this report. In any event, it is essential that the firm is notified if there is any variation in subsoil conditions from those described in the report as it may affect the design parameters recommended in the report.

Cook Costello has performed the services for this project in accordance with the standard agreement for consulting services and current professional standards for environmental site assessment. No guarantees are either expressed or implied.

There is no investigation that is thorough enough to preclude the presence of materials at the site which presently, or in the future, may be considered hazardous. Because regulatory evaluation criteria are constantly changing, concentrations of contaminants present and considered to be acceptable now may in the future become subject to different regulatory standards which cause them to become unacceptable and require further remediation for this site to be suitable for the existing or proposed land use activities.

Appendix 1: Preliminary Site Development Plan



TUTUKAKA CONSULTANTS LIMITED
Consulting Engineers
121 Harris Road, Glenbervie
Whangarei 0175
Phone: 0221 880 870
E-mail: wayne@tutukakaco.com

client:
FAR NORTH HOLDINGS LIMITED

location:
STATE HIGHWAY 12, OPONONI

project:
PROPOSED CAR AND BOAT PARK, OPONONI WHARF

drawing title
PRELIMINARY SITE DEVELOPMENT SCHEME PLAN

SCALES:
1:1000

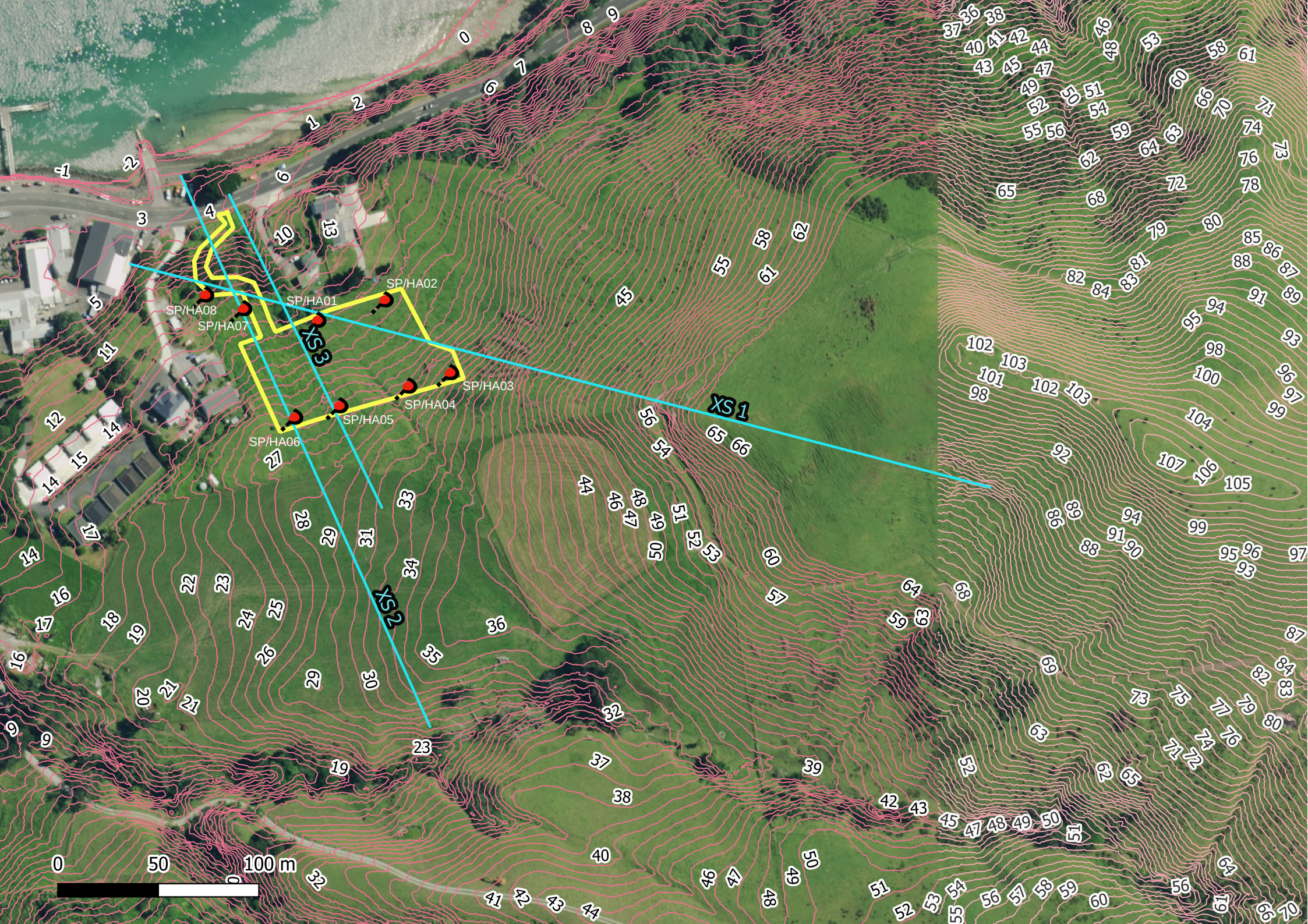
FILE: OPONONI CARPARK01
DATE: **04/25**
ORIGINAL SIZE: A3

REVISIONS	
A	ISSUE FOR CLIENT APPROVAL

DRAWING NUMBER
250401-01

REVISION: A

Appendix 2: Site Investigation Plan



Appendix 3: Site Investigation Results

TEST REPORT

Lab Job No.: 8020-1995
Your Ref.: 17693
Date of Issue: 10/06/2025
Page: 1 of 9

Test Report.

No. WRE8020-1995-R001

PROJECT: 9 SH12, Opononi
CLIENT: Cook Costello
2 Norfolk Street,
Whangarei, 0110
ATTENTION: Emily Thompson
INSTRUCTIONS: Augerholes where required (not accredited)
Determination of the penetration resistance using a dynamic cone (scala)
penetrometer
Hand Held Shear Vane Test
TEST METHODS: NZGS December 2005 (not accredited)
NZS4402: 1988 Test 6.5.2
NZGS: August 2001
SAMPLING METHOD: N/A
TEST RESULTS: As per laboratory sheets attached.



Martin Adams
Laboratory Technician



Sean Kokich
Approved Signatory

- CPT - Aggregates - Soil - Roading -

This report shall not be reproduced except in full, without the written approval of the laboratory.



Tests indicated
as not accredited
are outside the
scope of the
laboratory's
accreditation.

AUGERHOLE LOG

166 Bank Street,
Whangarei,
M:0276565226
E:info@geocivil.co.nz

Lab Job No.: 8020-1995
Client: Cook Costello
Job: Geotechnical investigation

Borehole No.: HA01/SP01

Sheet: 1 of 1

Date: 12/05/25

Report No.: WRE8020-1995-R001
Client Ref. No.: 17693

Location: 9 SH12,Opononi

Unit	Geological Interpretation In accordance with NZGS 2005	USCS	Legend	Depth (m)	Water	Relative Density	Vane Shear Strength (kPa) Tested in accordance with NZGS Aug 2001			Samples
						Scala Penetrometer NZS4402: 1988 Test 6.5.2 - Procedure 2 (blows / 50mm)		Peak Residual		
	TOPSOIL, traces of rootlets, dark brown/black, moist,	OH			SWL 0.30m					
	CLAY, traces of rootlets, brown with light and dark brown mottling, wet , high plasticity (highly weathered, rounded gravels up to 5mm at 0.8m-1.1m)	CH								
	colour change to orangey brown with dark brown mottling	CH								
	CLAY, light brown with cream and dark brown streaking, wet, high plasticity	CH								
	colour change to orange with traces of rootlets	CH								
	CLAY, traces of rootlets, light brown, wet, low plasticity	CH								
	colour change to light brown with dark brown mottling	CH								
	End of borehole - target depth									

Remarks

All tests on this sheet are excluded from IANZ accreditation

Note: All Scala Penetrometer readings taken below 1.5m from start depth are outside the scope of this test
Note: Scala Penetrometer interpretation is not endorsed

Water

▼ Standing Water Level
◁ Out flow
▷ In flow

Investigation Type

☐ Hand Auger
☒ Hand Auger + Scala (DCP)

Contractor:

Geocivil

Equipment:

Hand Auger/ Scala

Recorded By:

J.M

Recorded Date:

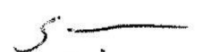
12/05/2025

Laboratory Technician:



Martin Adams

Approved Signatory:



Sean Kokich



TEST RIGHT • BUILD RIGHT

AUGERHOLE LOG

166 Bank Street,
Whangarei,
M:0276565226
E:info@geocivil.co.nz

Lab Job No.: 8020-1995
Client: Cook Costello
Job: Geotechnical investigation

Borehole No.: HA02/SP02

Sheet: 1 of 1

Date: 12/05/25

Report No.: WRE8020-1995-R001
Client Ref. No.: 17693

Location: 9 SH12, Opononi

Unit	Geological Interpretation In accordance with NZGS 2005	USCS	Legend	Depth (m)	Water	Relative Density	Vane Shear Strength (kPa) Tested in accordance with NZGS Aug 2001	Blows	Peak	Residual	Samples
	TOPSOIL, traces of rootlets, moist, high plasticity	OH			Groundwater Not Encountered			1			
	CLAY, traces of silt, dark grey mottled with black, moist, high plasticity	CH						1			
	CLAY, light brown, moist, high plasticity	CH						1			
								1			
								2			
								2			
								3			
								5			
								5			
								6			
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								8			
	End of borehole - no recovery							9			
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Remarks		Water		Investigation Type	
All tests on this sheet are excluded from IANZ accreditation		▼ Standing Water Level ◁ Out flow ▷ In flow		☐ Hand Auger ☒ Hand Auger + Scala (DCP)	
Note: All Scala Penetrometer readings taken below 1.5m from start depth are outside the scope of this test Note: Scala Penetrometer interpretation is not endorsed					
Contractor:	Equipment:	Recorded By:	Laboratory Technician:	Approved Signatory:	
Geocivil	Hand Auger/ Scala	S.K. Recorded Date: 12/05/2025	M. Adams Martin Adams	Sean Kokich	



TEST RIGHT • BUILD RIGHT

AUGERHOLE LOG

166 Bank Street,
Whangarei,
M:0276565226
E:info@geocivil.co.nz

Lab Job No.: 8020-1995
Client: Cook Costello
Job: Geotechnical investigation

Borehole No.: HA03/SP03

Sheet: 1 of 1

Date: 12/05/25

Report No.: WRE8020-1995-R001
Client Ref. No.: 17693

Location: 9 SH12, Opononi

Unit	Geological Interpretation In accordance with NZGS 2005	USCS	Legend	Depth (m)	Water	Relative Density	Vane Shear Strength (kPa)		Samples	
							Tested in accordance with NZGS Aug 2001			
							Scala Penetrometer NZS4402: 1988 Test 6.5.2 - Procedure 2 (blows / 50mm)			
							25 50 75 100 125 150 175 200 225	Blows	Peak Residual	
	TOPSOIL, some organics, traces of sand, dark brown/black, moist, moderate plasticity	OH			Groundwater Not Encountered			0		
	Silty CLAY, traces rootlets, dark grey, moist, high plasticity	CH						1		
								2		
								3		
								4		
								5		
	CLAY, some silt, traces of weak sub angular gravels up to 5mm, grey, moist, high plasticity	CH					6			
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Remarks

Water

Investigation Type

Note: All Scala Penetrometer readings taken below 1.5m from start depth are outside the scope of this test
Note: Scala Penetrometer interpretation is not endorsed

- ☒ Standing Water Level
☐ Out flow
☐ In flow

- ☐ Hand Auger
☒ Hand Auger + Scala (DCP)

Contractor:

Geocivil

Equipment:

Hand Auger/ Scala

Recorded By:

S.K

Recorded Date:

12/05/2025

Laboratory Technician:

Martin Adams

Approved Signatory:

Sean Kokich



TEST RIGHT • BUILD RIGHT

AUGERHOLE LOG

166 Bank Street,
Whangarei,
M:0276565226
E:info@geocivil.co.nz

Lab Job No.: 8020-1995
Client: Cook Costello
Job: Geotechnical investigation

Borehole No.: HA04/SP04

Sheet: 1 of 1

Date: 12/05/25

Report No.: WRE8020-1995-R001
Client Ref. No.: 17693

Location: 9 SH12, Opononi

Unit	Geological Interpretation In accordance with NZGS 2005	USCS	Legend	Depth (m)	Water	Relative Density	Vane Shear Strength (kPa) Tested in accordance with NZGS Aug 2001		Samples
							Peak	Residual	
	TOPSOIL, some organics, traces of sand, dark brown/black, moist, moderate plasticity	OH	T S		Groundwater Not Encountered				
	Silty CLAY, traces rootlets, grey brown, moist, high plasticity	CH	x						
	Silty CLAY, minor sands and traces weak, angular gravel to 5mm, grey brown, moist, high plasticity	CH	x						
	Silty CLAY, minor sands and traces weak, angular gravel to 5mm, grey with minor brown, moist, high plasticity	CH	x						
	End of borehole - too hard to auger								

Remarks

Water

Investigation Type

Note: All Scala Penetrometer readings taken below 1.5m from start depth are outside the scope of this test
Note: Scala Penetrometer interpretation is not endorsed

- ▼ Standing Water Level
◁ Out flow
▷ In flow

- ☐ Hand Auger
☒ Hand Auger + Scala (DCP)

Contractor:

Geocivil

Equipment:

Hand Auger/ Scala

Recorded By:

S.K

Recorded Date:

12/05/2025

Laboratory Technician:

M. Adams
Martin Adams

Approved Signatory:

Sean Kokich

AUGERHOLE LOG

Lab Job No.: 8020-1995
Client: Cook Costello
Job: Geotechnical investigation
Report No.: WRE8020-1995-R001
Client Ref. No.: 17693

Borehole No.: HA05/SP05
Sheet: 1 of 1
Date: 12/05/25

Location: 9 SH12, Opononi

Unit	Geological Interpretation In accordance with NZGS 2005	USCS	Legend	Depth (m)	Water	Relative Density	Vane Shear Strength (kPa) Tested in accordance with NZGS Aug 2001	Scala Penetrometer NZS4402: 1988 Test 6.5.2 - Procedure 2 (blows / 50mm)	Blows	Peak	Residual	Samples
	TOPSOIL, some organics, traces of sand, dark brown/black, moist, moderate plasticity	OH			Groundwater Not Encountered							
	Silty CLAY, traces rootlets, traces of fine sands, grey with minor brown, moist, high plasticity	CH										
	Silty CLAY, traces rootlets, traces of fine sands, light brown some grey, moist, high plasticity	CH										
	Silty CLAY, traces rootlets, traces of fine sands, light brown some grey and minor orange, moist, high plasticity	CH										
	Silty CLAY, minor sands, light brown some grey minor orange, moist, moderate plasticity	CH										
	Sandy SILT, some clay, minor weak angular gravels to 20mm, brown some grey, moist, moderate plasticity	ML										
	End of borehole - too hard to auger											

Remarks

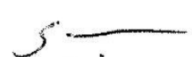
Note: All Scala Penetrometer readings taken below 1.5m from start depth are outside the scope of this test
Note: Scala Penetrometer interpretation is not endorsed

Water

- ▼ Standing Water Level
- ◁ Out flow
- ▷ In flow

Investigation Type

- ☐ Hand Auger
- ☒ Hand Auger + Scala (DCP)

Contractor: Geocivil	Equipment: Hand Auger/ Scala	Recorded By: S.K. Recorded Date: 12/05/2025	Laboratory Technician:  Martin Adams	Approved Signatory:  Sean Kokich
--------------------------------	--	--	--	--



TEST RIGHT • BUILD RIGHT

AUGERHOLE LOG

166 Bank Street,
Whangarei,
M:0276565226
E:info@geocivil.co.nz

Lab Job No.: 8020-1995
Client: Cook Costello
Job: Geotechnical investigation

Borehole No.: HA06/SP06

Sheet: 1 of 1

Date: 12/05/25

Report No.: WRE8020-1995-R001
Client Ref. No.: 17693

Location: 9 SH12, Opononi

Unit	Geological Interpretation In accordance with NZGS 2005	USCS	Legend	Depth (m)	Water	Relative Density	Vane Shear Strength (kPa) Tested in accordance with NZGS Aug 2001		Samples
							Scala Penetrometer NZS4402: 1988 Test 6.5.2 - Procedure 2 (blows / 50mm)	Blows	
	TOPSOIL, organic, black, moist, friable, moderate plasticity	OH	TS		Groundwater Not Encountered				
	CLAY, some organics, dark grey/black, moist, high plasticity	CH							
	Silty CLAY, traces of fine sands, orange brown moist, high plasticity	CH							57/25
	Silty CLAY, minor fine sands, grey brown minor black and white mottling, moist, mod plasticity	CH							63/44
	Clayey SILT, some fine sands and extremely weak gravel, grey brown minor orange, moist, friable, moderate plasticity	MH							173/53
	End of borehole - too hard to auger								220+
									UTP

Remarks

Water

Investigation Type

Note: All Scala Penetrometer readings taken below 1.5m from start depth are outside the scope of this test
Note: Scala Penetrometer interpretation is not endorsed

- ▼ Standing Water Level
◁ Out flow
▷ In flow

- ☐ Hand Auger
☒ Hand Auger + Scala (DCP)

Contractor:

Geocivil

Equipment:

Hand Auger/ Scala

Recorded By:

S.K

Recorded Date:

12/05/2025

Laboratory Technician:

M. Adams
Martin Adams

Approved Signatory:

Sean Kokich

AUGERHOLE LOG

Lab Job No.: 8020-1995
Client: Cook Costello
Job: Geotechnical investigation

Borehole No.: HA07/SP07

Sheet: 1 of 1

Date: 12/05/25

Report No.: WRE8020-1995-R001
Client Ref. No.: 17693

Location: 9 SH12, Opononi

Unit	Geological Interpretation In accordance with NZGS 2005	USCS	Legend	Depth (m)	Water	Relative Density	Vane Shear Strength (kPa) Tested in accordance with NZGS Aug 2001		Samples
							Scala Penetrometer NZS4402: 1988 Test 6.5.2 - Procedure 2 (blows / 50mm)	Blows	
	TOPSOIL, organic, dark brown, moist	OH			Groundwater Not Encountered				
	Silty CLAY, traces of organics, orange brown, moist, high plasticity	CH							
	Silty CLAY, traces of organics, brown, moist, high plasticity	CH							
	Silty CLAY, organics (bark) brown with black and white mottling, moist, mod plasticity	CH							
	Silty CLAY, brown, moist, high plasticity	CH							
	End of borehole - too hard to auger								

Remarks

Note: All Scala Penetrometer readings taken below 1.5m from start depth are outside the scope of this test
Note: Scala Penetrometer interpretation is not endorsed

Water

- ▼ Standing Water Level
◁ Out flow
▷ In flow

Investigation Type

- ☐ Hand Auger
☒ Hand Auger + Scala (DCP)

Contractor:

Geocivil

Equipment:

Hand Auger/ Scala

Recorded By:

S.K

Recorded Date:

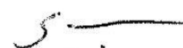
12/05/2025

Laboratory Technician:



Martin Adams

Approved Signatory:



Sean Kokich

AUGERHOLE LOG

166 Bank Street,
Whangarei,
M:0276565226
E:info@geocivil.co.nz

Lab Job No.: 8020-1995
Client: Cook Costello
Job: Geotechnical investigation
Report No.: WRE8020-1995-R001
Client Ref. No.: 17693

Borehole No.: HA08/SP08
Hole Depth: 0.00 m
Coordinates:
Location: 9 SH12,Opononi
Sheet: 1 of 1
Date: 12/05/25
Ground Level:

Unit	Geological Interpretation In accordance with NZGS 2005	USCS	Legend	Depth (m)	Water	Relative Density	Vane Shear Strength (kPa) Tested in accordance with NZGS Aug 2001		Samples
							Scala Penetrometer NZS4402: 1988 Test 6.5.2 - Procedure 2 (blows / 50mm)		
	TOPSOIL, some organics, traces of sand, dark brown/black, moist, high plasticity	OH			Groundwater Not Encountered		 Peak	 Residual	
	Silty CLAY, traces of fine sand, grey some brown, moist, high plasticity	CH							
	Silty CLAY, traces of fine sand, grey some orange brown, moist, high plasticity	CH							
	Silty CLAY, some extremely weak subangular gravels up to 10mm. grey with black mottling. moist, moderate to high plasticity	CH							
	End of borehole - obstruction								

Remarks		Water		Investigation Type	
Note: All Scala Penetrometer readings taken below 1.5m from start depth are outside the scope of this test Note: Scala Penetrometer interpretation is not endorsed		▼ Standing Water Level ◁ Out flow ▷ In flow		☐ Hand Auger ☒ Hand Auger + Scala (DCP)	
		Contractor: Geocivil Equipment: Hand Auger/ Scala Recorded By: S.K. Recorded Date: 12/05/2025 Laboratory Technician: Martin Adams Approved Signatory: Sean Kokich			

Appendix 4: Site Photographs



Photo 1: Site Access Entrance; Looking northwest.



Photo 2: Location of HA01; Looking southwest.



Photo 3: Location of HA01; Looking southeast.



Photo 4: Gully feature; Looking south

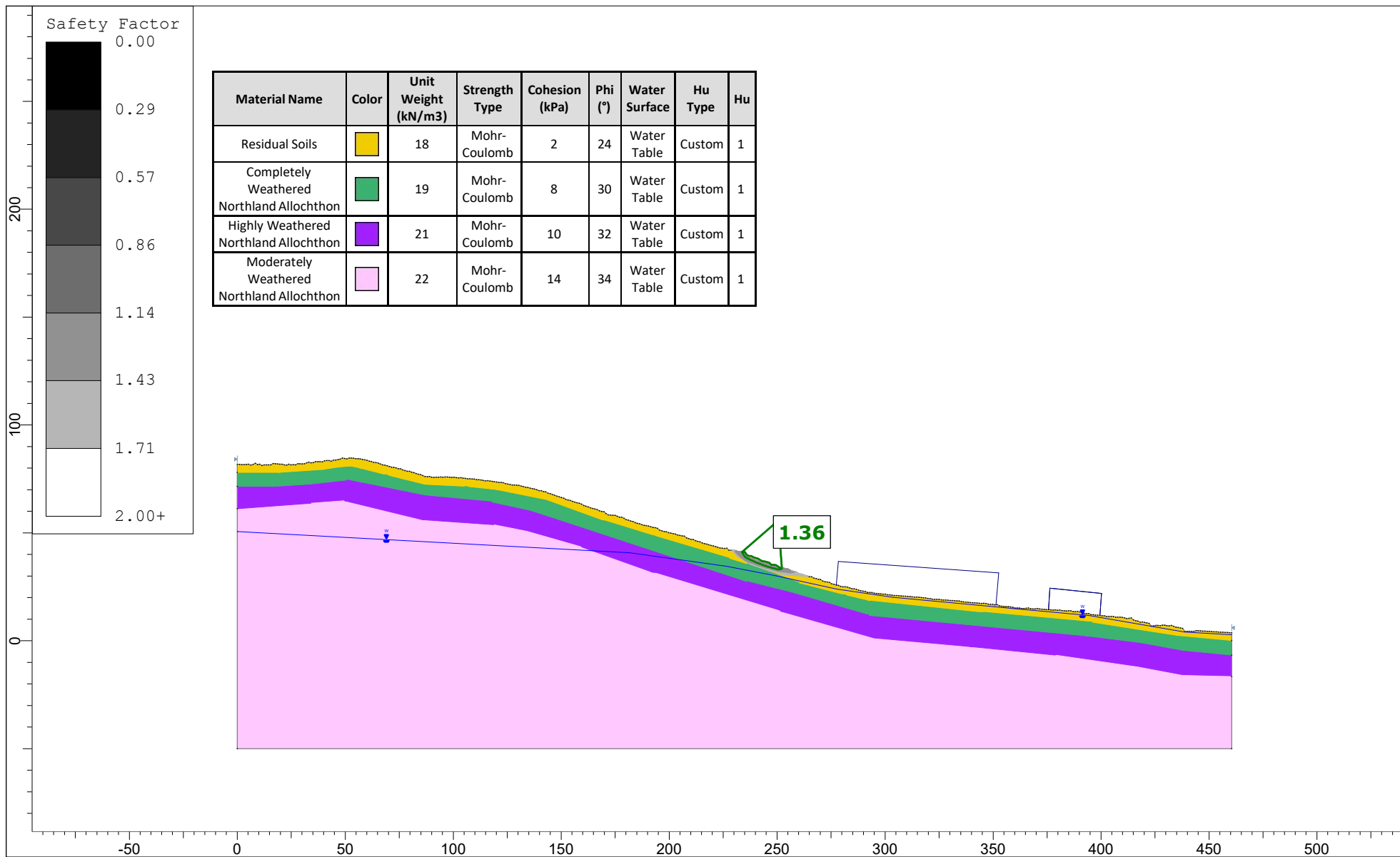


Photo 5: HA01 Core Samples (0-1m bottom row, 1-2m middle row, 2-3 top row).

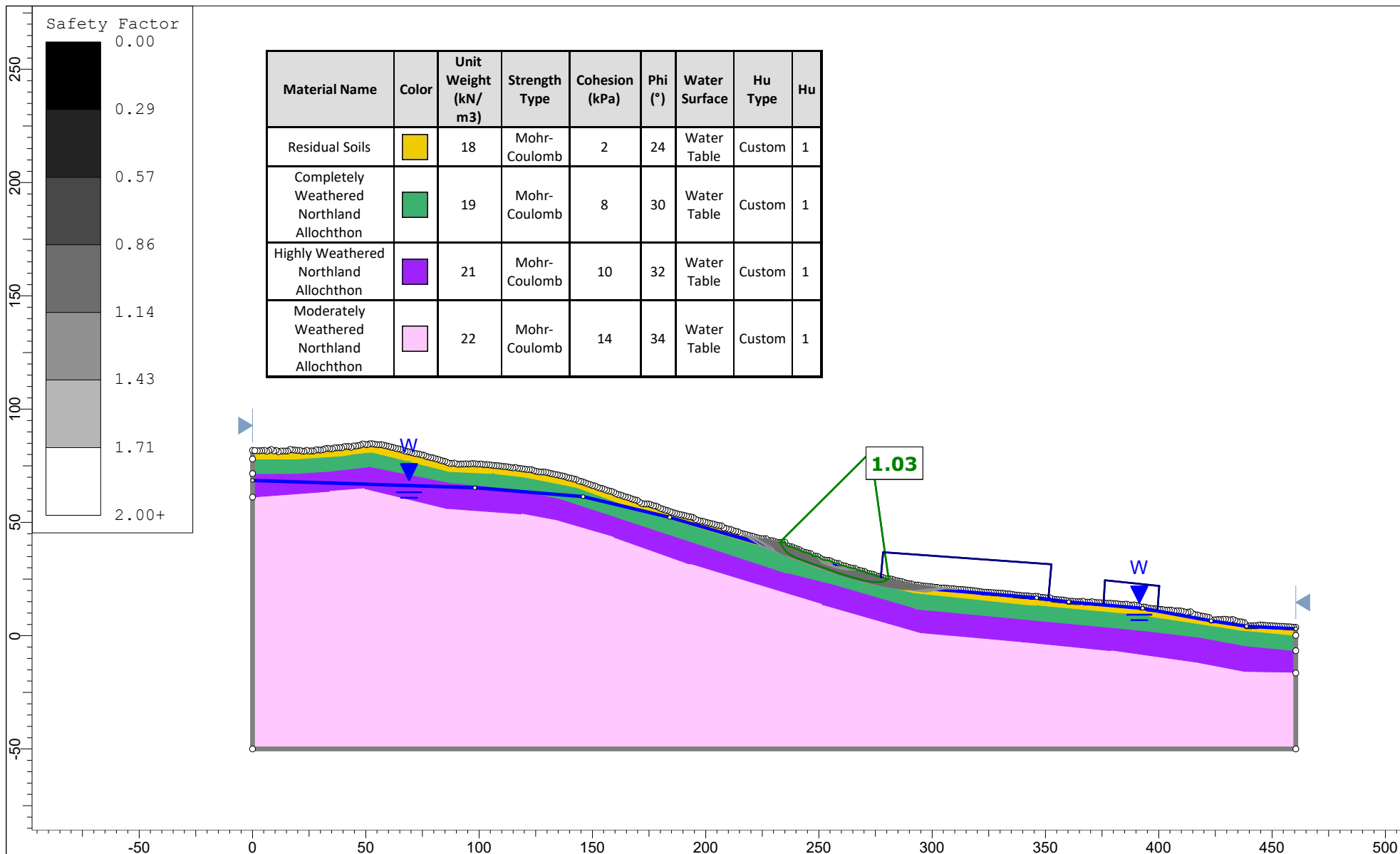


Photo 6: HA02 Core Samples (0-1.3m from left to right).

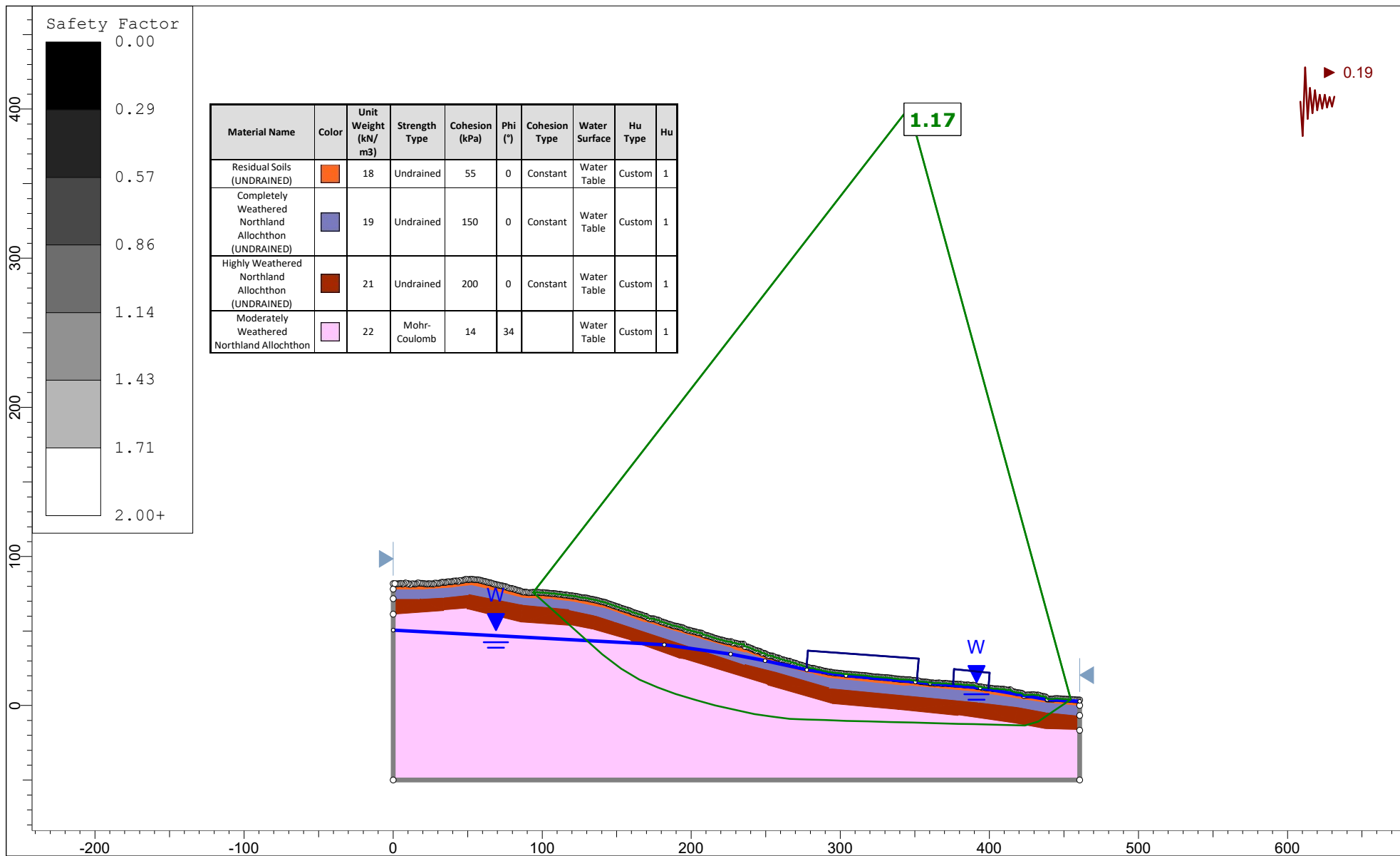
Appendix 5: Slope Stability Analysis Results



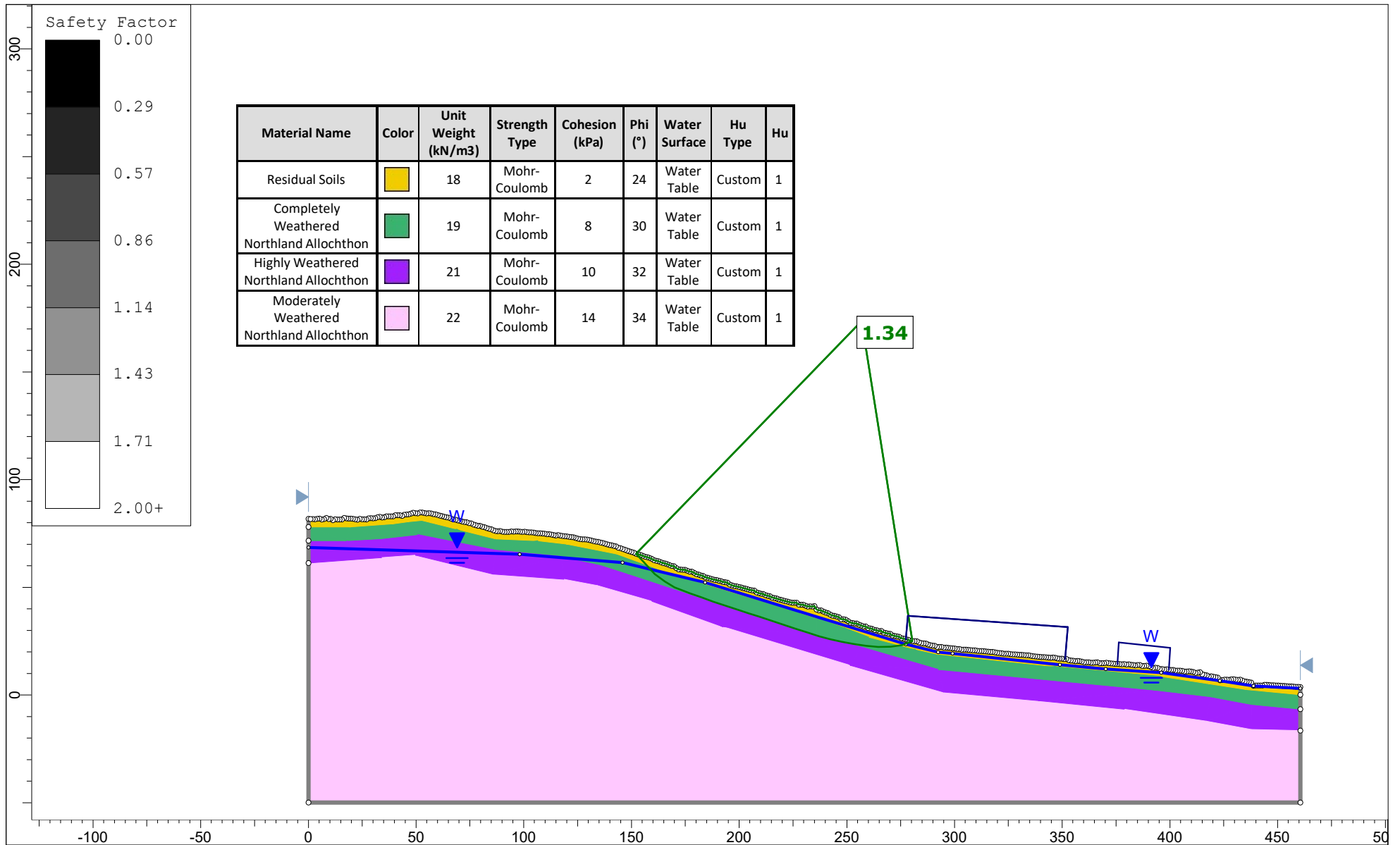
Project		17693 - Opononi Marine Trailer Carpark	
		Static Groundwater	
Drawn By	J LEUNG	Company	Cook Costello Limited
Date	4/06/2025, 10:48:40 am	File Name	XS1 250611 GLOBAL.slmd



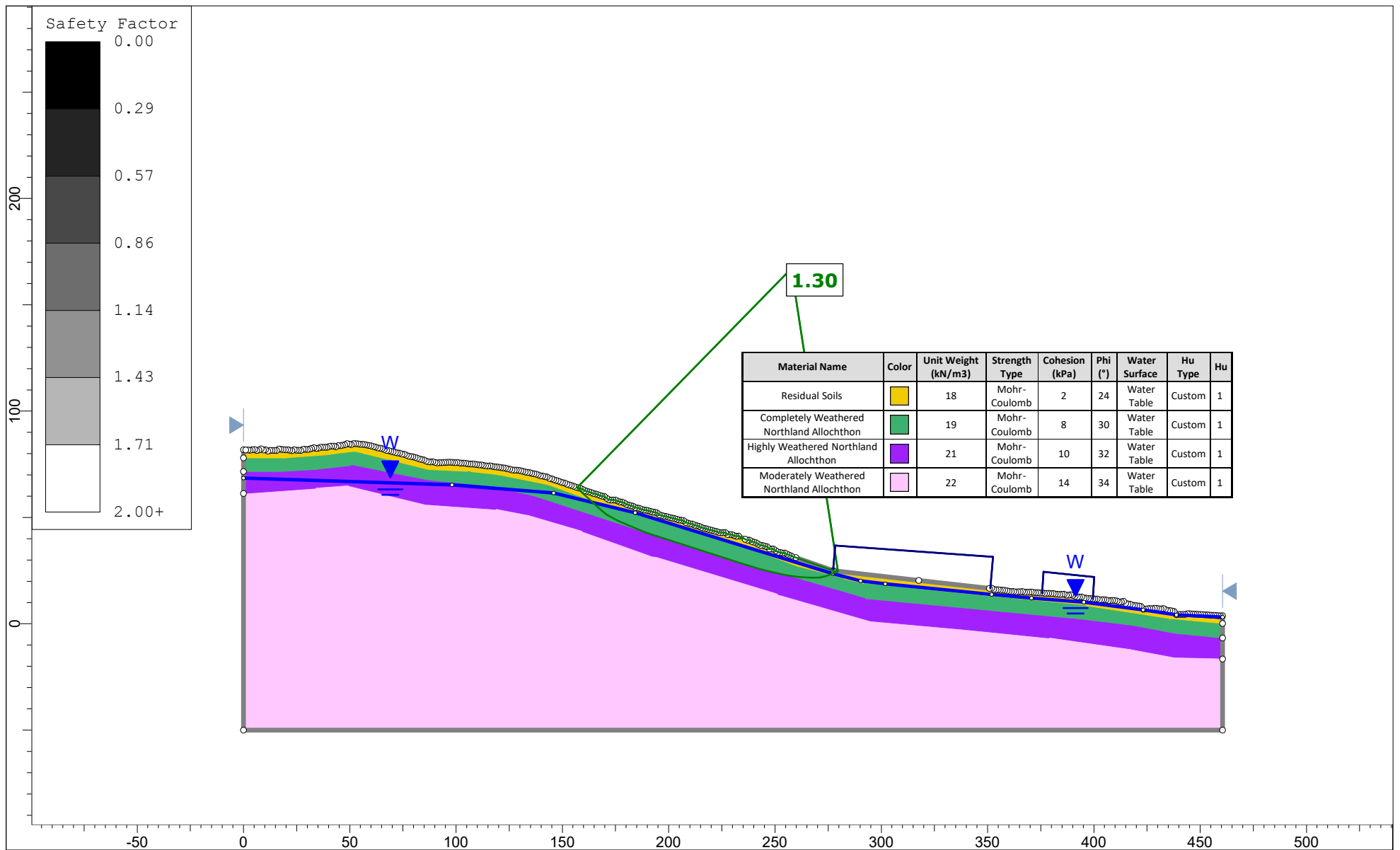
Project		17693 - Opononi Marine Trailer Carpark	
		Elevated Groundwater	
Drawn By	J LEUNG	Company	Cook Costello Limited
Date	4/06/2025, 10:48:40 am	File Name	XS1 250611 GLOBAL.slmd



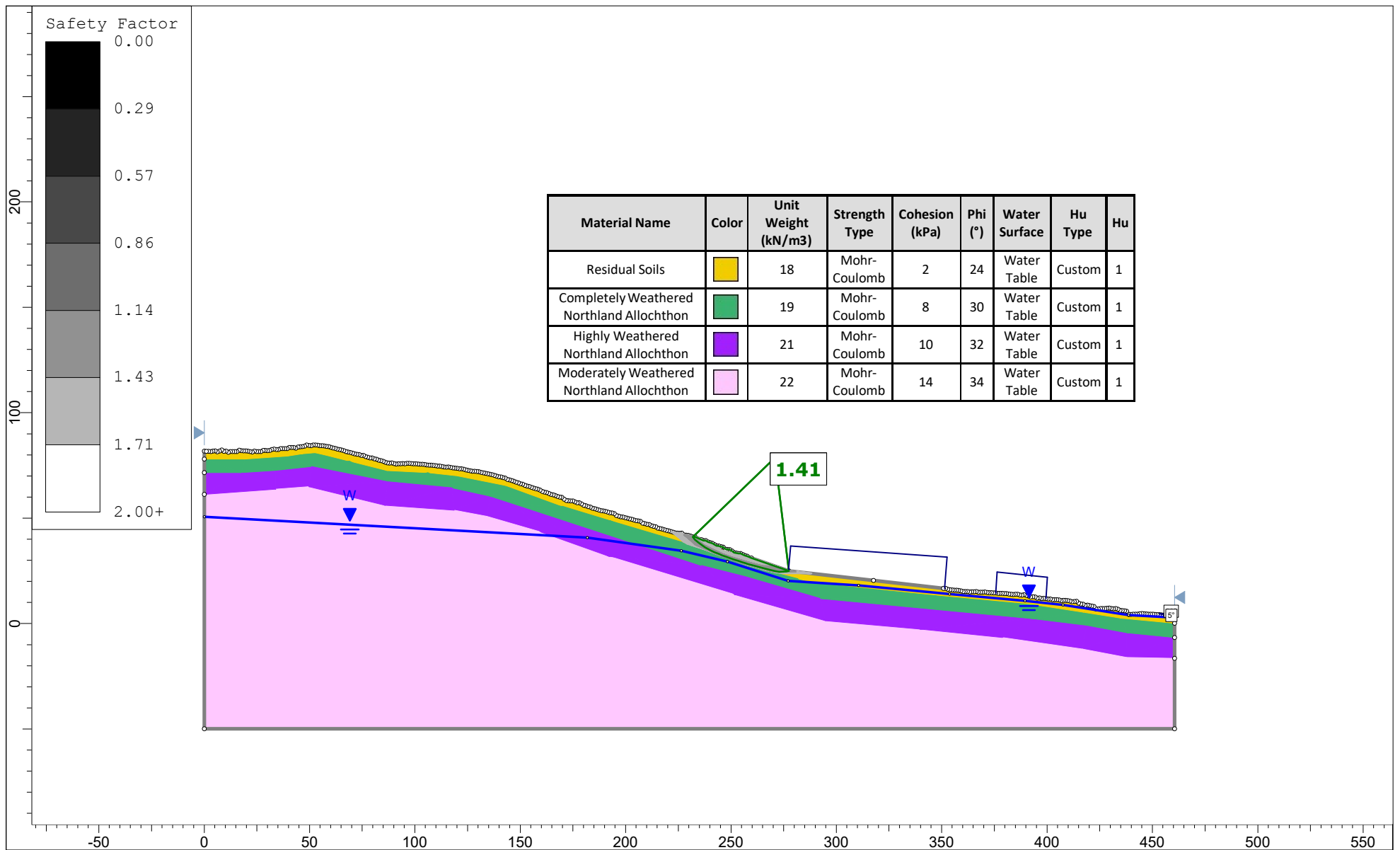
Project		17693 - Opononi Marine Trailer Carpark	
		Undrained Seismic	
Drawn By	J LEUNG	Company	Cook Costello Limited
Date	4/06/2025, 10:48:40 am	File Name	XS1 250611 GLOBAL.slmd



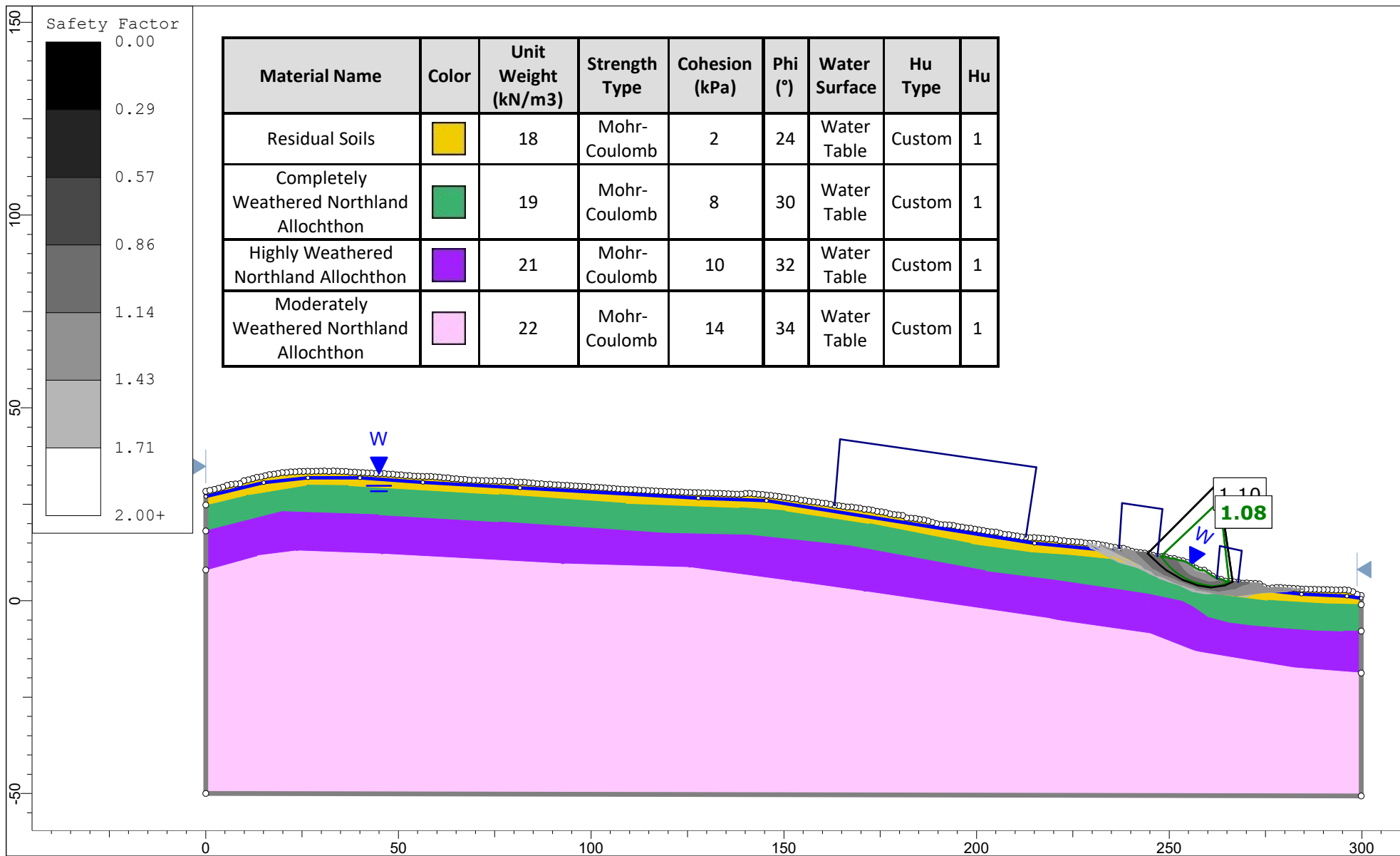
Project		17693 - Opononi Marine Trailer Carpark	
		Drians - no cut	
Drawn By	J LEUNG	Company	Cook Costello Limited
Date	4/06/2025, 10:48:40 am	File Name	XS1 250611 GLOBAL.slmd



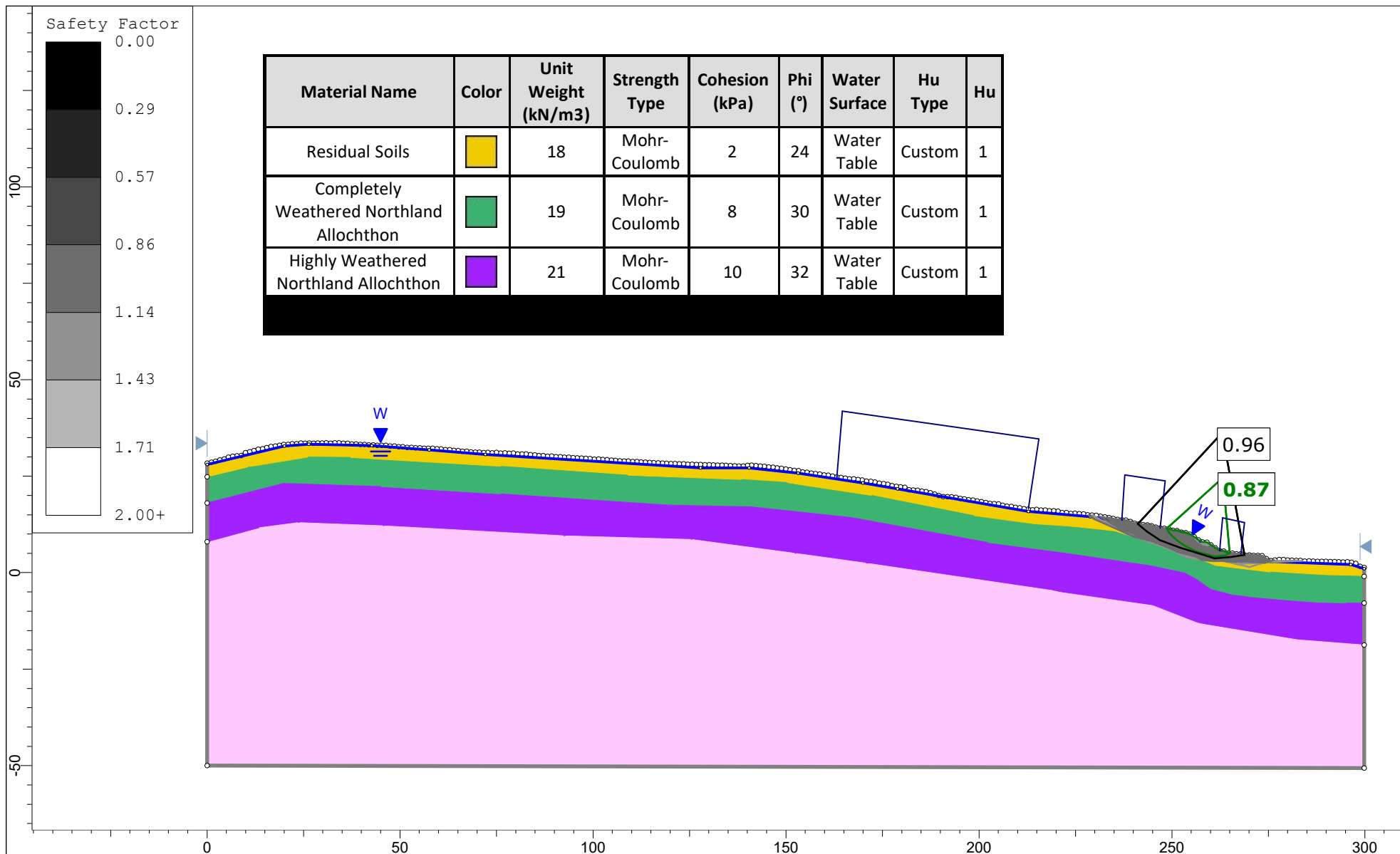
Project		17693 - Opononi Marine Trailer Carpark	
		Master Scenario	
Drawn By	J LEUNG	Company	Cook Costello Limited
Date	4/06/2025, 10:48:40 am	File Name	XS1 250611 GLOBAL.slmd



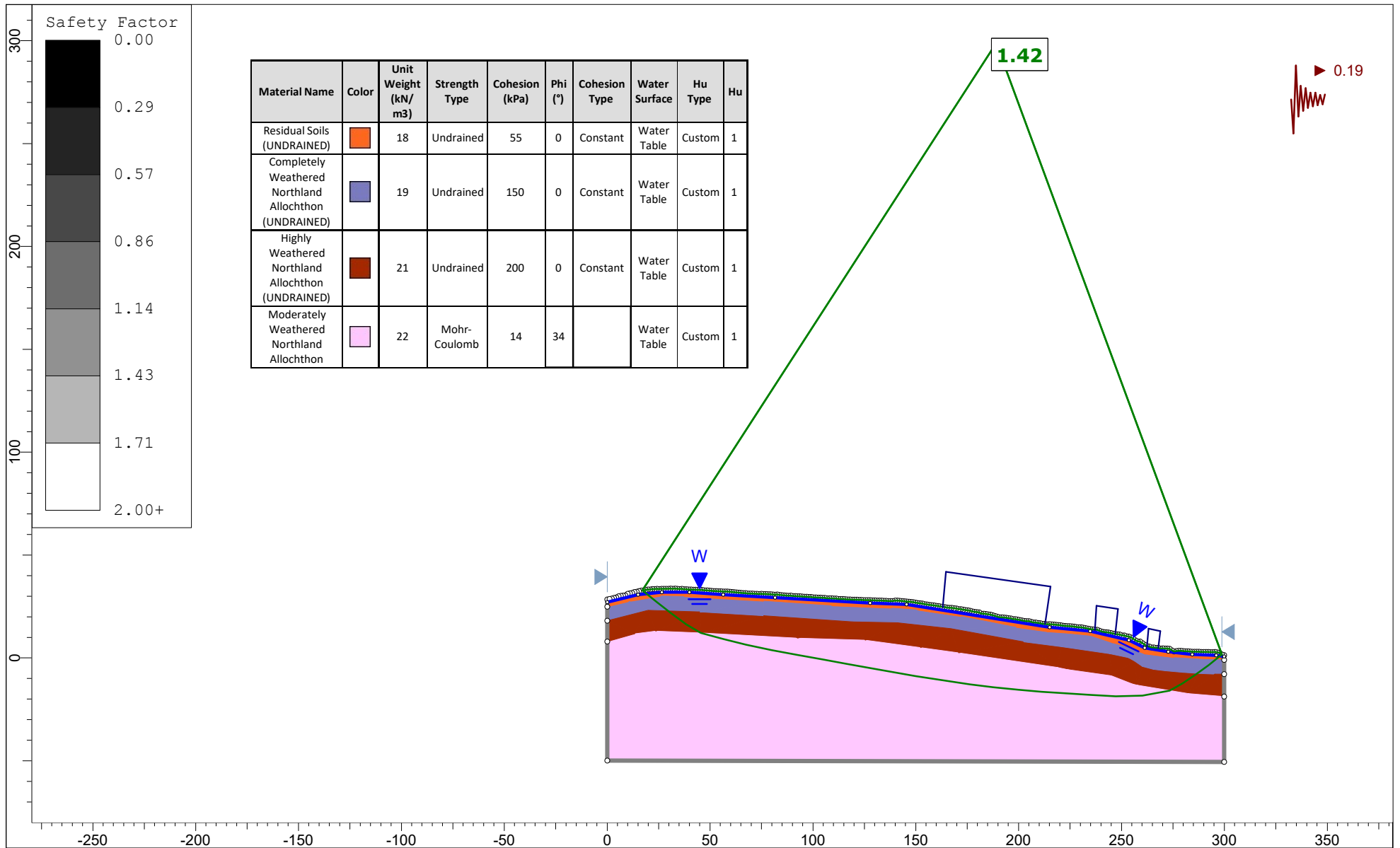
Project		17693 - Opononi Marine Trailer Carpark	
		Static - Cut 1:2 slope	
Drawn By	J LEUNG	Company	Cook Costello Limited
Date	4/06/2025, 10:48:40 am	File Name	XS1 250611 GLOBAL.slmd



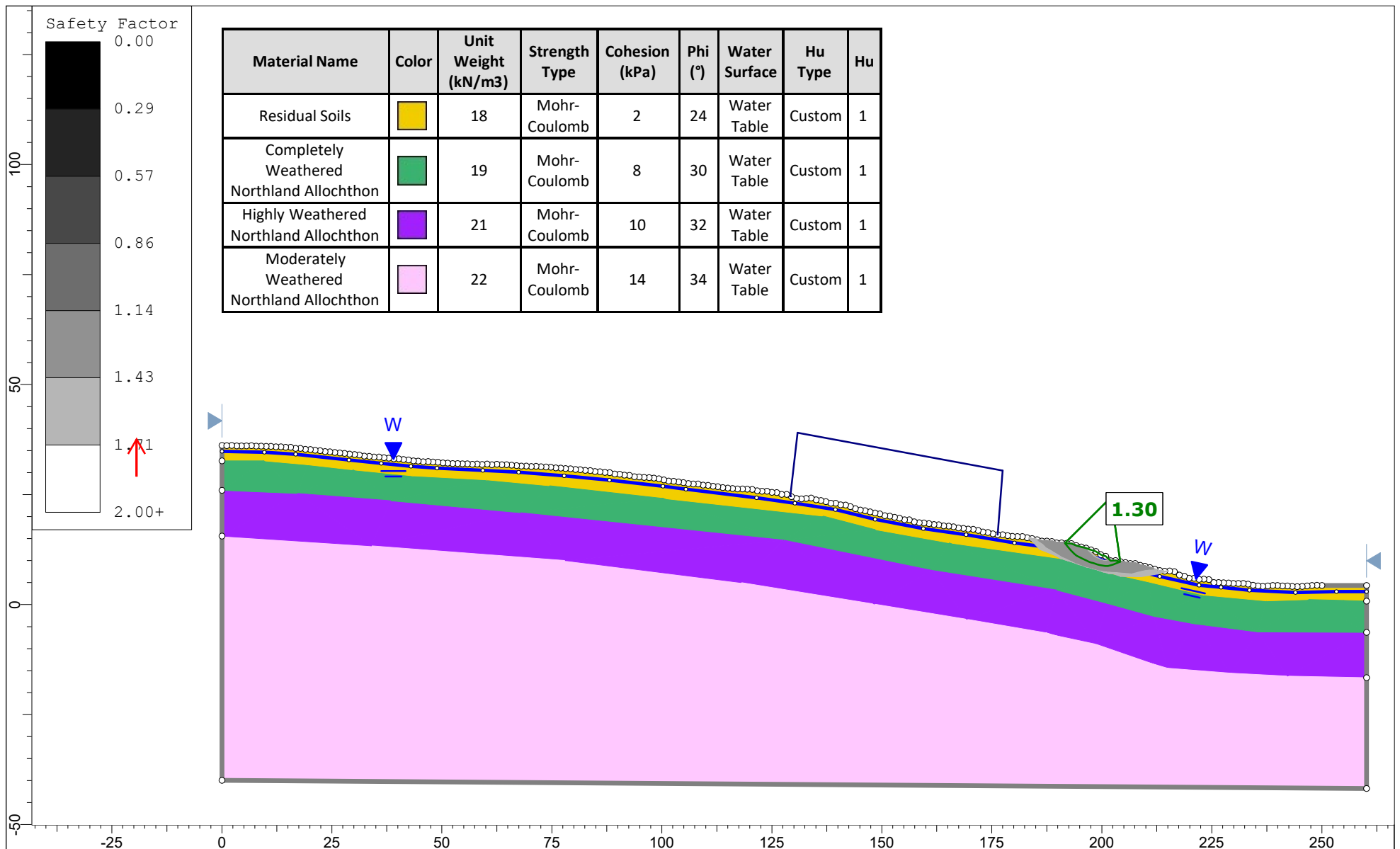
Project		17693 - OPONONI MARINE TRAILER CARPARK	
		Static Groundwater	
Drawn By	J LEUNG	Company	Cook Costello Limited
Date	12/06/2025, 9:55:12 am	File Name	XS2 250612.slm



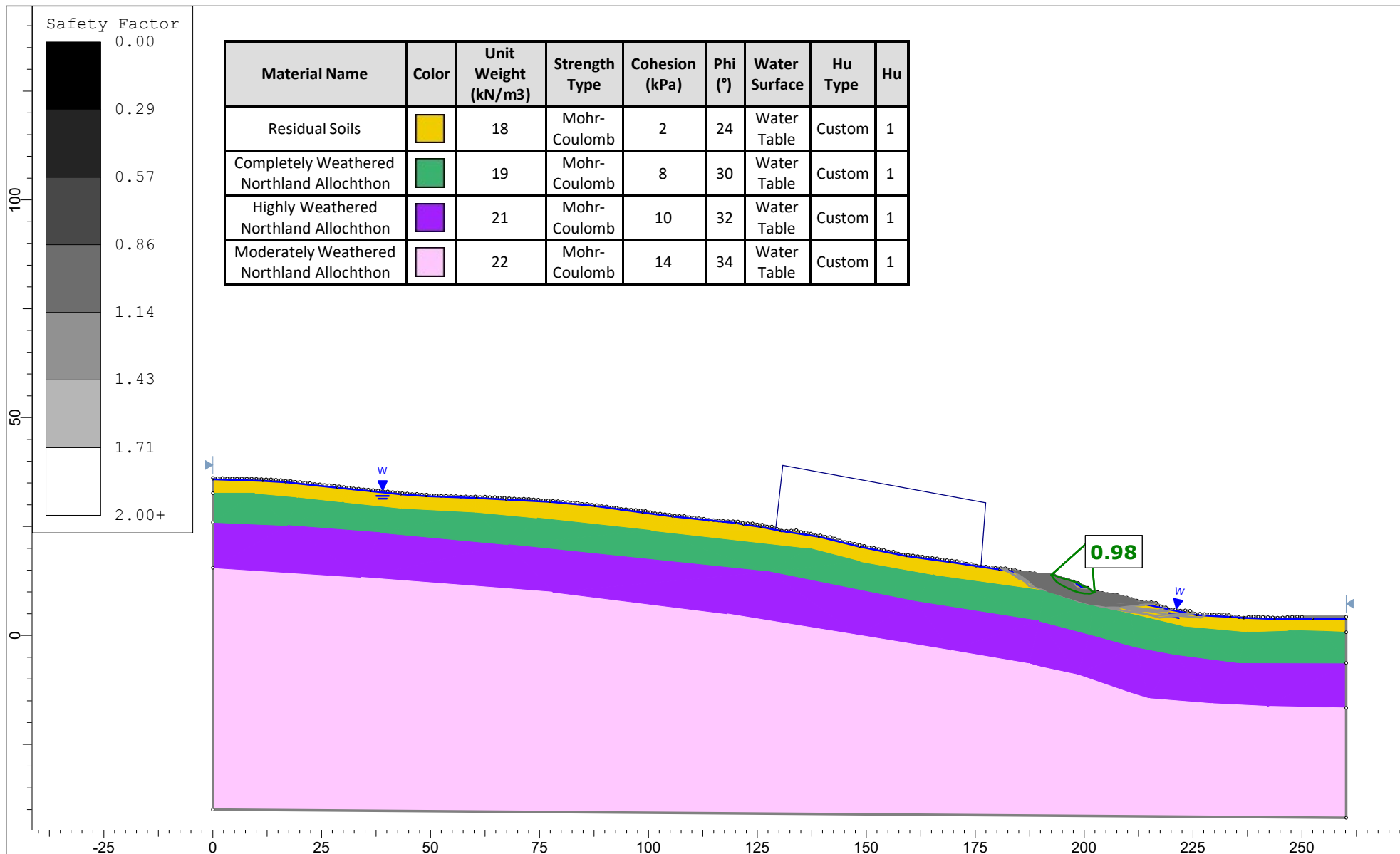
Project		17693 - OPONONI MARINE TRAILER CARPARK	
		Elevated Groundwater	
Drawn By	J LEUNG	Company	Cook Costello Limited
Date	12/06/2025, 9:55:12 am	File Name	XS2 250612.slmd



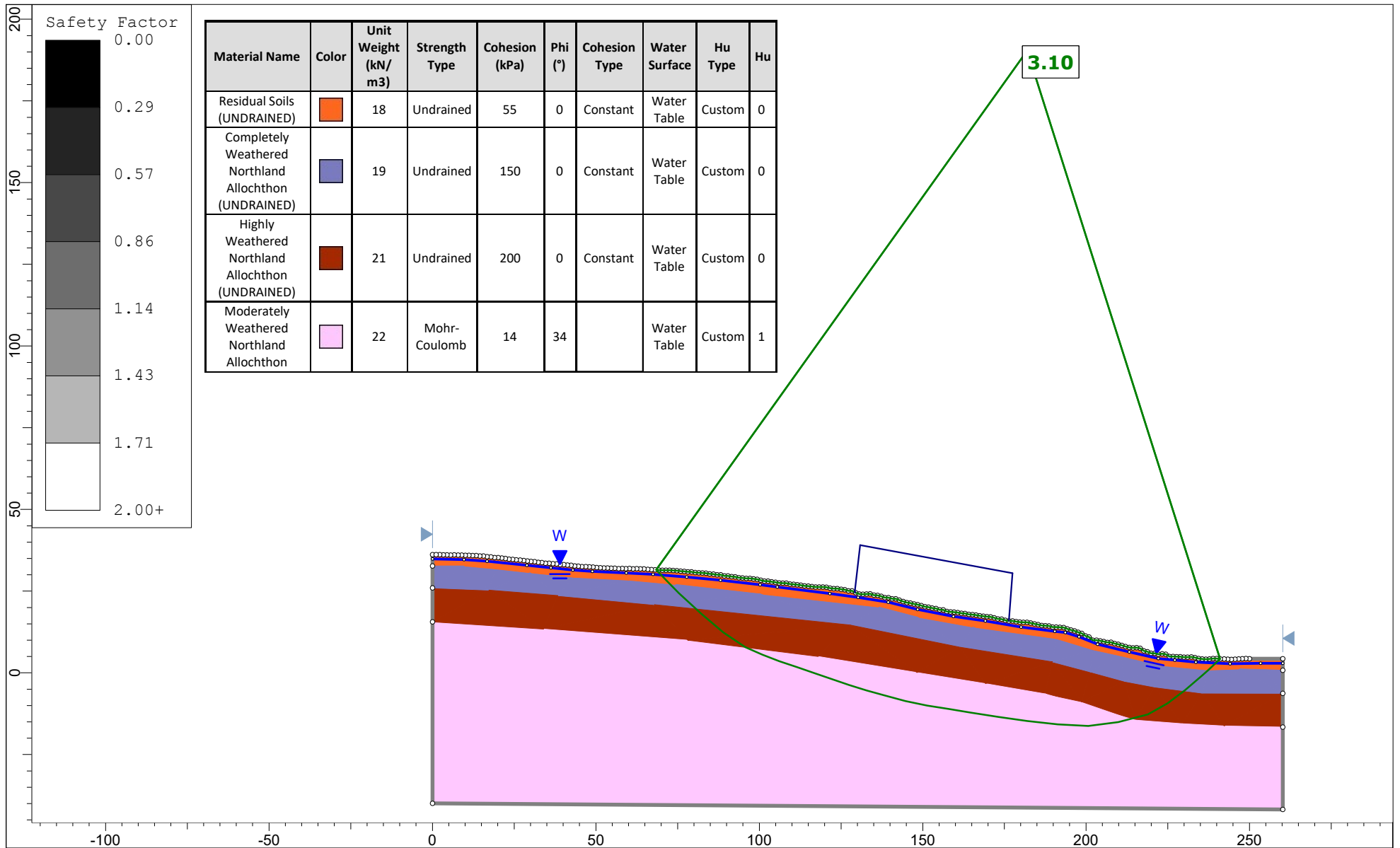
Project		17693 - OPONONI MARINE TRAILER CARPARK	
		Undrained Seismic	
Drawn By	J LEUNG	Company	Cook Costello Limited
Date	12/06/2025, 9:55:12 am	File Name	XS2 250612.slm



Project		17693 - OPNONI MARINE TRAILER CARPARK - PROPOSED DEVELOPMENT	
		Static Groundwater	
Drawn By	J LEUNG	Company	Cook Costello Limited
Date	30/05/2025, 10:06:19 am	File Name	XS 3 250604.slmd



Project		17693 - OPNONI MARINE TRAILER CARPARK - PROPOSED DEVELOPMENT	
		Elevated Groundwater	
Drawn By	J LEUNG	Company	Cook Costello Limited
Date	30/05/2025, 10:06:19 am	File Name	XS 3 250604.slmd



Project		17693 - OPNONI MARINE TRAILER CARPARK - PROPOSED DEVELOPMENT	
		Undrained Seismic	
Drawn By	J LEUNG	Company	Cook Costello Limited
Date	30/05/2025, 10:06:19 am	File Name	XS 3 250604.slmd

Alex Billot

From: Stuart Bracey <SBracey@heritage.org.nz>
Sent: Tuesday, 14 July 2026 11:58 am
To: Alex Billot
Cc: Rochelle; Atareiria Heihei; Bill Edwards; James Robinson; Lisa Ahn
Subject: RE: Opononi carpark - vehicle and boat trailer

Whoops – I meant ADP (thanks Atareiria!)

Stuart Bracey | Kaiwhakamāhere | Heritage Planner | Northern Region | Heritage New Zealand Pouhere Taonga | L10 SAP
Tower 151 Queen Street Auckland CBD | Private Box 105 291 Auckland City 1143 | mobile 027 684 0833 | visit
www.heritage.org.nz and learn more about NZ's heritage places.

Tairangahia a tua whakarere; Tatakihia nga reanga o amuri ake nei – Honouring the past; Inspiring the future

This communication may be a privileged communication. If you are not the intended recipient, then you are not authorised to retain, copy or distribute it. Please notify the sender and delete the message in its entirety.

From: Stuart Bracey
Sent: Tuesday, 14 July 2026 11:54 am
To: 'Alex Billot' <Alex@northplanner.co.nz>
Cc: Rochelle <rochelle@northplanner.co.nz>; Atareiria Heihei <AHeihei@heritage.org.nz>; Bill Edwards <BEdwards@heritage.org.nz>; James Robinson <jrobinson@heritage.org.nz>; Lisa Ahn <LAhn@heritage.org.nz>
Subject: RE: Opononi carpark - vehicle and boat trailer

Kia ora Alex,

I confirm HNZPT has reviewed the carpark proposal located in Opononi. HNZPT notes that the site has been used for grazing purposes for some time and it appears the hill side has slumped down towards the road sometime in the past. As such there are no immediate concerns for HNZPT and an ADT approach will be appropriate in this situation.

Thanks again for sharing with us early in the development process.

Cheers,
Stuart

Stuart Bracey | Kaiwhakamāhere | Heritage Planner | Northern Region | Heritage New Zealand Pouhere Taonga | L10 SAP
Tower 151 Queen Street Auckland CBD | Private Box 105 291 Auckland City 1143 | mobile 027 684 0833 | visit
www.heritage.org.nz and learn more about NZ's heritage places.

Tairangahia a tua whakarere; Tatakihia nga reanga o amuri ake nei – Honouring the past; Inspiring the future

This communication may be a privileged communication. If you are not the intended recipient, then you are not authorised to retain, copy or distribute it. Please notify the sender and delete the message in its entirety.

From: Alex Billot <Alex@northplanner.co.nz>
Sent: Tuesday, 30 June 2026 9:30 am
To: Stuart Bracey <SBracey@heritage.org.nz>
Cc: Rochelle <rochelle@northplanner.co.nz>
Subject: Opononi carpark - vehicle and boat trailer

Mōrena Stuart,

We are currently preparing a resource consent application on behalf of our client for a car and boat trailer parking area at 7-9 State Highway 12, Opononi (near the boat ramp).
The parking areas will be split in two, with the lower area nearer the road providing car parking space for 8 vehicles as well as a picnic area for use and enjoyment of the public.
The upper car parking area will provide spacings for vehicles and boat trailers with approximately 15 carparks being provided.
An accessway will link the two carparking areas, as well as the access from the State Highway. A footpath is to be provided along the western side of the internal access (see attached plan).

The site is currently undeveloped, covered in grass and gorse. The proposed works have been estimated to require 12,300m³ of cut and fill over an area of 7000m².

Context Archaeology have completed an Archaeological Assessment for the site (see attached) and determined that there were no recorded archaeological sites within the property boundaries and no previously unrecorded or suspected archaeological features or deposits noted during the survey. An ADP has been recommended.

Can you please review the proposal with your team and advise if HNZPT have any comments or concerns.

Thanks in advance.

Kind regards,



Alex Billot
Resource Planner

Offices in Kaitia & Kerikeri
☎ 09 408 1866
Northland Planning & Development 2020
Limited

*My office hours are Monday, Tuesday,
Thursday & Friday 9am – 2pm.*

Alex Billot

From: Rochelle
Sent: Thursday, 16 July 2026 3:34 pm
To: Alex Billot
Subject: FW: Opononi Stormwater Drainage

Rochelle Jacobs
Director / Senior Planner

Offices in Kaitaia & Kerikeri
09 408 1866 | 027 449 8813
Northland Planning & Development 2020 Limited

-----Original Message-----

From: Development Engineers <Development.Engineers@fndc.govt.nz>
Sent: Thursday, July 16, 2026 3:12 PM
To: Rochelle <rochelle@northplanner.co.nz>
Cc: awells <awells@mwasolutions.co.nz>; 'wayne' <wayne@tutukakaco.com>
Subject: RE: Opononi Stormwater Drainage

Hi Rochelle,

The property is in the Area of Benefit for stormwater, so connection is available.

Ngā mihi

-----Original Message-----

From: Rochelle <rochelle@northplanner.co.nz>
Sent: Tuesday, 9 June 2026 3:48 pm
To: Development Engineers <Development.Engineers@fndc.govt.nz>
Cc: awells <awells@mwasolutions.co.nz>; 'wayne' <wayne@tutukakaco.com>
Subject: FW: Opononi Stormwater Drainage

[You don't often get email from rochelle@northplanner.co.nz. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

CAUTION: This email originated from outside Far North District Council.
Do not click links or open attachments unless you recognise the sender and know the content is safe.

Good Afternoon Team,

Looks like this one went to Shelley directly rather than the development engineer email.

Are we able to have some feedback on this asap so we can finalize our design please.

Main thing we are wanting to know is whether we can connect to the existing public system or not.

If the answer is no, and we are required to put in a new pipe to the coast which will form part of FNDC's assets, are there any other requirements we need to design for?

Rochelle Jacobs
Director / Senior Planner

Offices in Kaitaia & Kerikeri
09 408 1866 | 027 449 8813
Northland Planning & Development 2020 Limited

-----Original Message-----

From: awells@mwasolutions.co.nz <awells@mwasolutions.co.nz>
Sent: Tuesday, June 9, 2026 3:42 PM
To: Rochelle <rochelle@northplanner.co.nz>
Subject: FW: Opononi Stormwater Drainage

-----Original Message-----

From: awells@mwasolutions.co.nz <awells@mwasolutions.co.nz>
Sent: Friday, 15 May 2026 4:44 PM
To: 'shelley.warton@fndc.govt.nz' <shelley.warton@fndc.govt.nz>
Subject: FW: Opononi Stormwater Drainage

Hi Shelley. Been trying to catch up. Am hoping this email works....?

-----Original Message-----

From: Wayne Miller <wayne@tutukakaco.com>
Sent: Friday, 15 May 2026 2:06 PM
To: Al Wells <awells@mwasolutions.co.nz>
Subject: Opononi Stormwater Drainage

Finally found it.

Proposal is for the disposal of 80litres/sec stormwater discharge to the public system located in SH12. This is the 10 minute 50 year ARI flow from the carpark and roadway only; the balance of the site will remain in grass/landscaped areas and will be discharged to the watertable as it is now. No stormwater treatment is proposed.

If discharge to the public system is not possible we will need to discharge to the foreshore; question is which side of the boatramp can be used?

--

Wayne R Miller
BE(Civil), ME, CMEngNZ
Tutukaka Consultants Limited
121 Harris Road, Glenbervie, Whangarei 0175 Tel 022 188 0870

23th March 2026

“Attention” Alistair Wells

Far North Holdings

On the 13th March 2026 Ngati Korokoro Hapu; Ngāti Korokoro Hapu Trust called a Publicly advertised meeting as well as through social media for the Hapu's from Taheke through to Opononi, as well as the Community. The purpose was for two issues as outlined below.

1. Was a Rahui to be placed on the paua over the Moana from Opononi through to Kawerua.
2. Opononi Boat Trailer Park beside the Opononi War Memorial Hall.

We had a good turnout, and it was a good opportunity for the Community to also have a say on both subjects.

In the year 2024 Ngati Korokoro Hapu; Ngati Korokoro Hapu Trust held a publicly advertised meeting inviting the Community; Hapu's to come and have input about the two subjects above again a great turn out.

We as the Hapu heard the karanga of the community about the concerns of the congestion of the boat trailers parked along the state highway. The concern was the safety of the public walking traffic, especially the children that are crossing on the highway.

It was very pleasing to hear that the boat trailer park will be going ahead, hence why we had to update the Community and Hapu on the 13^{th of} March 2026 meeting.

It was asked to our committee which was moved and passed with a unanimous decision no one against, and only 1-person abstained Jessie Mc Veagh, that we forward a letter of support for the boat trailer park to go ahead to Mayor Te Pania, and the CE Guy Holroyd of Far North District Council. The Community and Hapu would like to see that this starts this year of 2026, we do not want it delayed till the year 2027. Jessie Mc Veagh concern was who is going to pay for this.

Attached is the advertisement.

Any queries can be sent to nikiana06@yahoo.co.nz

Sheena Ross (nee) Moetara Ngati Korokoro Hapu Trust Chairperson/Kaikorero

Mark Ambler Ngati Korokoro Hapu Chairperson/Kaikorero

Rochelle

From: Rochelle
Sent: Friday, 31 July 2026 3:16 pm
To: Luke Braithwaite
Subject: RE: 7-9 State Highway 12, Opononi
Attachments: Appendix 12 - New Trailer and carparking at Opononi_Commentary on traffic aspects_30 July 2026.pdf

Good Afternoon Luke,

Attached is the traffic report which will be lodged with the FNDC application. This includes a parking plan with some vehicle tracking information.

I note that this final version has amended the traffic movement data during the off peak season. This increases from 50 – 60VPD. Please refer to the traffic report for this detail.

In regards to the earthworks there will be approx. 10,900m³ cut and 1,400m³ fill. This leaves an excess of 9,500m³ which will need to be removed from the site.

I anticipate a Construction Management Plan will need to form part of the consent conditions for this application. As part of this they will need to address the truck movements on and off the state highway.

Cheers,



Rochelle Jacobs

Director / Senior Planner

Offices in Kaitaia & Kerikeri

☎ 09 408 1866 | 📠 027 449 8813

Northland Planning & Development 2020 Limited

From: Rochelle
Sent: Monday, July 27, 2026 5:21 PM
To: 'Luke Braithwaite' <Luke.Braithwaite@nzta.govt.nz>
Subject: RE: 7-9 State Highway 12, Opononi

Good Afternoon Luke,

Braithwaite is not a very common last name. This was my maiden name so we may be related somewhere along the way =D.

Just a quick message to say this one is a bit of a work in progress and I suspect we will have a bit of backwards and forwards.

I've put your queries to the engineers and project managers and am just awaiting a response.

In terms of the SW, FNDC has sent an email saying we can connect, but has sent another one today asking about capacity. We essentially have two options, connect and look at the capacity which may highlight the need to upgrade or put in a new pipeline directly to the CMA. Not sure where we will land at this stage, but any feedback NZTA may have on this especially if we are required to do works under the State Highway would be greatly appreciated.

I'll come back to you on the other questions once I hear back from others.

In the meantime, the traffic movements I detailed in my original email are one-way movements taken from a draft traffic report. The traffic engineer is still finalizing this and let me know that he has been having some backwards and forwards with Ash Peti.

He has clarified that in the off season he estimates around 50 ECMs total and in the peak season 130 ECMs total. He will clarify this for us in his report.

He has also noted that he will be recommending a Type C crossing with flares but no local widening of the highway.

Regards,



Rochelle Jacobs

Director / Senior Planner

Offices in Kaitaia & Kerikeri

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Northland Planning & Development 2020 Limited

From: Luke Braithwaite <Luke.Braithwaite@nzta.govt.nz>

Sent: Friday, July 24, 2026 2:32 PM

To: Rochelle <rochelle@northplanner.co.nz>

Subject: RE: 7-9 State Highway 12, Opononi

Good afternoon Rochelle,

Thank you for providing the details below, I am the Planner that will provide comments on this proposal.

I just had a few questions on this proposal:

- You mention that the stormwater will be discharged into the existing stormwater system within the road reserve. I note that you are adding approximately 4000m²+ hardstand area, can you advise if you have assessed if the capacity of what appears to be one 450mm culvert can accommodate this volume in additional water, in addition to the road runoff and alternate connections to this pipe (see Figure 1 below)?
- The proposal involves 12,300m³ of earthworks to create the parking area, can you advise if this is recontouring onsite, or if this involves import or exporting of fill?
- Can you advise what standard of access is being proposed at the site – and if any road widening is being proposed on the state highway? The design provided does not appear to align with previous discussions.
- Do you have a plan showing the carpark layout and/or vehicle tracking?
- Are you intending on providing yellow lines as part of the proposal?
- Can you confirm if the following is the correct interpretation of your email:

Off-Season:

- Upper Parking Area: 15 vehicles with trailers per day
- Lower Parking Area: 50 cars per day ECM
- Total: 65 vehicles per day (130vpd)

Peak-Season:

- Upper Parking Area: 45 vehicles with trailers per day 90
- Lower Parking Area: 130 cars per day ECM
- Total: 175 vehicles (350vpd)



Figure 1: Extract from Northland Stormwater Network Map

Ngā mihi,

Luke Braithwaite (he/him) BEP, DIPVAL

Senior Planner - Poutiaki Taiao (Environmental Planning)
Environmental Planning | Transport Services | Te Toki Tārai

Email: luke.braithwaite@nzta.govt.nz

Phone: 04 978 2643

Waka Kotahi NZ Transport Agency

Hamilton Office, Level 1, Deloitte Building, 24 Anzac Parade
PO Box 973, Waikato Mail Centre, Hamilton 3240, New Zealand



www.nzta.govt.nz

From: Rochelle <rochelle@northplanner.co.nz>

Sent: Monday, 20 July 2026 5:23 pm

To: Environmental Planning <EnvironmentalPlanning@nzta.govt.nz>

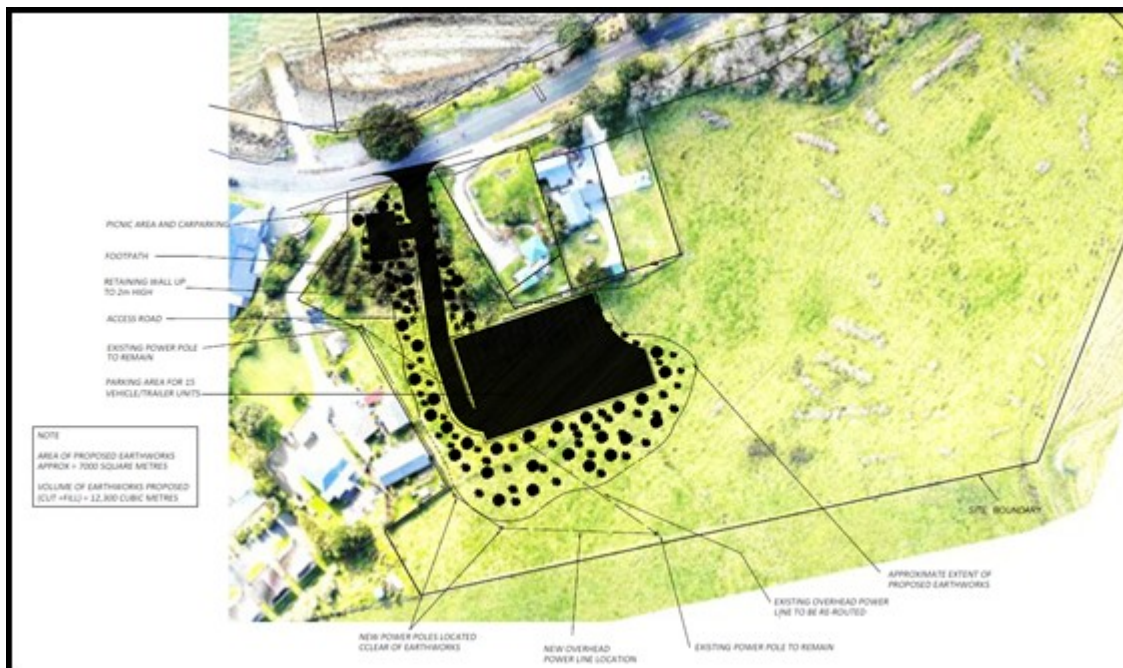
Subject: 7-9 State Highway 12, Opononi

Good afternoon,

We are in the process of preparing a landuse application for the establishment of a boat trailer parking area and car parking area at 7-9 State Highway 12 (Hokianga Harbour Drive), Opononi.

We understand that there has been prior communication on this proposal from various people over the last 2 years. The attached proposal is the latest plans that will accompany the resource consent applications we have drafted to the respective councils.

The proposal will see a new vehicle and trailer parking area, with space for 15 vehicles with trailers (upper carparking area) plus additional carparking for 8 vehicles (lower carparking area) alongside a picnic area and associated access.



Access to the site will be via a new crossing place, as per the site plan. A single access will then be provided within the site which connects the lower carparking area to the upper carparking area where the boat trailers can park. The access is proposed to have a 6 metre carriageway width and a footpath along the western side.

Given proximity of the site to the boat ramp to the northwest of the site, it is anticipated that it will be predominantly used by users of the boat ramp, given there is limited parking area available for vehicles with boat trailers in the area. It is expected that the trailer parks would be used up to three time per day each during the peak holiday season and no more than once per day during the off season. This amounts to a maximum daily traffic movement of 45 for the trailer parks. It is anticipated that the lower parking area would have a total daily traffic usage of 50 movements per day, increasing to 130 movements during peak of the holiday season. This brings the maximum daily movements across the entire site to 175 per day. It is considered that the carpark would be utilised during daylight hours. The anticipated traffic movements are within the permitted thresholds.

The site does not currently have a formed access and given the limited site frontage to this portion of the site, the proposed access location is considered the most practical. Sight distances are well above the required standard. The east direction, which is the more restricted direction, has more than 60 metres sight distance available and the expected operating speed is only 30 km/h. The proposed access location is considered to have sufficient separation distance from other vehicle crossings and intersections within this developed area.

District Land use resource consent is sought for the extent of earthworks, works within a coastal hazard zone 2 area as well as the formation of the access given access will be from a State Highway. Regional Consent is sought for the extent of earthworks.

It is noted that FNDC have determined that the stormwater from the site can discharge into the existing system such that no new pipes are required within the NZTA road corridor.

If you could please review the proposal and provide NZTA comments, that would be greatly appreciated.

If you require any further information, please do not hesitate to contact me.

Kind regards,



Rochelle Jacobs
Director / Senior Planner

Offices in Kaitaia & Kerikeri
☎ 09 408 1866 | 📠 027 449 8813
Northland Planning & Development 2020 Limited

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Deaths

MILES,
David Brian (Dave).
RNZN P.O. Seaman. S/NO 20938 - joined Jan 1973. Passed unexpectedly at Rotorua Hospital with family by his side.

Cherished husband of Sharon for 42 years. Father to Johnathan and Rochelle. Father-in-law to Nicole and James. Grandad to Nate, Alice, Jordie, Matilda and Jack. Brother to Wendy and Lynnette and beloved son to Cyril (deceased) and Audrey (deceased).

A service to celebrate Dave's life will be held at Collingwood Funeral Home Chapel, 1358 Erera Street, Rotorua on Friday 6th March at 2pm followed by a burial at Kauae Cemetery.

Collingwood
FUNERAL HOME

MOOR, Beverley (Bev) (née Burton).

Bev lived a full life and died peacefully on the 2 March 2026. She was loved by the late Stephen, her daughters Stephanie, Sandra and Anna, their spouses, Peter, Hamish and Stephen, and her grandchildren Edward, Josie, George, Matthew, Nicholas, Mackenzie, Sony and James.

O'BRIEN,
Mary Theresa.
It is with profound sadness we announce the death of our much-loved Mary O'Brien. Brilliant violinist and devoted teacher, adored aunt, sister, friend and inspiration to many. Mary passed away peacefully in Birkenhead, North Shore on Sunday 1 March 2026 aged 92 after a short illness. A Memorial concert to celebrate Mary's rich, adventurous life and passionate advocacy for music will be held at 2.00 pm in St Matthew's in the City Church, 132 Hobson St, Auckland CBD, on Sunday 8 March, International Women's Day. Live streaming of the memorial can be viewed here <https://www.dils.co.nz/tributes/?funeral=jxdz>

Dils
09 415 8720

PREBBLE,
Karen Margaret (née Godfrey).
Passed away peacefully at home on 26 February 2026, surrounded by her family. Dearly loved wife of Richard. Much loved mother of Holly, Alexis, and Sophie. Adored Granny of Jane and Peter. Beloved daughter of Margaret and the late Donald Godfrey and treasured sister of Ian, Alan, and Valerie. She will be deeply missed by all who knew her. A service to celebrate Karen's life will be held at Morrisons, 220 Universal Drive, Henderson, on Friday 6th March 2026 at 12.30pm. In lieu of flowers, donations to Hospice West Auckland would be appreciated.

MORRISONS
FUNERALS



RAWNSLEY,
Louis David.
Passed away peacefully at home on Saturday 28th February, aged 77 years, surrounded by his loving family. He lived such a rich and creative life filled with art, music, gardening, chess, writing, and a never ending stream of jokes. He will forever be remembered by his loving partner Mary, his daughters Rosita and Leila, their partners, his four loving grandchildren, and his wider whānau and friends.

Kia tau te mauri
Kia mātete te pūuri
Kia te wairua
Ki te ao mārama

We will have a celebration of Louis' life in the coming weeks, friends & family will be notified.



ROSS,
Garry Dale.
Passed away peacefully on 28 February 2026, aged 83 years. Treasured father of Sharon Thompson, and Christine Korff, and father-in-law to Ed Thompson, and David Korff. Adored grandfather of James, Rebekah, Samuel, Luke and their partners. Devoted partner of Val. Cherished special dad to Olivia-May. Beloved former husband of Judy. Dad was known for his love of family, great storytelling and sport. He will be dearly missed by us all. A funeral service will be held at Manukau Memorial Gardens Chapel, 361 Puhinui Rd, Wiri on Friday 6 March at 11am.

DAVIS
FUNERAL CARE

ROSS,
Garry Dale.
Loving partner of Valerie Subitzky for 35 years. With a heavy heart, I've lost my love, my soul mate, my best friend and quiz opponent. My slipped away last Saturday to begin a new journey. He was much loved by my three sons and families; Tony and Kylie, Mark and Edwina, Brett and Nicole, and the grandies Elliot, Sheridan, Jess, Daniel, Aya, Ben, Lily, Hudson, Everly, Cooper, Abel, and Elsie, affectionately known as Poppi. The days will not be the same, he is already sadly missed, au revoir my darling.

DAVIS
FUNERAL CARE

SLATER,
Stuart Keith.

Passed on 2nd March, aged 79. Dearly loved husband of Josephine. Cherished father and father in law of Natalie and Paul. Loved brother and brother in law in law of Jane and David (dec) and Don and Faye. In lieu of flowers, donations to Youthline. To live stream Stuart's service or leave a message or tribute please visit www.hcfh.co.nz. Cards can be posted c/- PO Box 14-366, Kilmorie, Wellington 6241. A service to celebrate the life of Stuart will be held at the Cockburn St Chapel, cnr Onepu Rd and Cockburn St, Kilmorie on Friday 6th March 2026 at 11am. May he rest in love and peace.

Harbour City
FUNERAL HOME
KAPITI, WELLINGTON,
& HUTT VALLEY

TIBBY,
Russell Ernest.
Suddenly Russell rode off peacefully into his dreams early Monday morning.

Dearly loved husband of Kay and father and father in law of Beth, Kim and Aaron, Grandfather of Ivy and Mea.

At Russell's request a private cremation has been held. For tribute details www.osbornes.co.nz/tribute

OSBORNES
FUNERAL DIRECTORS
AND ADVISORS
• ROTORUA •

WHITE,
Heather Anne.
1941 - 2026

Passed away at home on 1st March 2026. Dearly loved mum to Margy, James, (late) Richard, and Mike, loved mother-in law of Mike, Kirsten and Angela, deeply loved nana to Joan, Taylor, Calum and Alanah. Beloved wife of Neville and adored step-mother to Neville's grown children Graeme and Debbie, and Debbie's children Daniel, Stephanie and Sam. Much cherished sister of Bill, (late) Mary and Garret and aunt to many nieces and nephews both here and in Australia.

A service to celebrate Anne's life will be held at the All Saints Chapel of Purewa Crematorium, 100 St Johns Road, Meadowbank on Thursday 5 March 2026 at 2pm. In lieu of flowers, donations to Mercy Hospice would be appreciated and may be made at mercyhospice.org.nz/donate/. Communications to Just Funerals 0800 404663.

The service will be live streamed for family and friends. Please contact Anne's family for the link.

WHITE,
Heather Anne.
1941 - 2026

Passed away at home on 1 March 2026. Dearly beloved wife of Neville. My darling wife Anne, my best friend and constant companion over the past 36 years, your energy and spirit brought such a beautiful light to my life and that light will continue to shine brightly even in your passing. The memories we made over our time together will live with me for the rest of my life and give me great comfort. My dearest Anne I'll see you again. With all my love Neville. A service to celebrate Anne's life will be held at the All Saints Chapel of Purewa Crematorium, 100 St Johns Road, Meadowbank on Thursday 5 March 2026 at 2pm. In lieu of flower, donations to Mercy Hospice would be appreciated and may be made at mercyhospice.org.nz/donate/. Communications to Just Funerals 0800 404663.

The service will be live streamed for family and friends. Please contact Anne's family for the link.

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Harbour City
FUNERAL HOME
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& HUTT VALLEY

WOLFENDEN, Barbara Thelma (née Nilsson).

Wolfenden, Barbara Thelma passed away at Tauranga Hospital Saturday 21st February 2026. Cherished wife of Roy (Deceased). Much loved mother and mother-in-law of Lloyd and Barb Wolfenden, Alison and Colin Boddie and Sandra McLean. Proud Nana to 3 Grandchildren & 3 Great-Grandchildren. Friends and Family are invited to attend a Farewell for Barbara and an ashes scattering of both Roy and Barbara, at 115 Tuapiri Rd, Katikati on Saturday 7th March 2026 @ 11:00am. Cards and letters can be sent to: Wolfenden Family 115 Tuapiri Rd, RD 3, Katikati 3170

In Memoriam

FLASZYNSKI, Carl Robert (Flash).

God has you in his keeping we have you in our hearts always. A special loved son and brother. Passed away 4th March 2024.

Public notices

PUBLIC NOTICE

The owner of this vehicle has 7 days to pay all charges owing and up lift the following vehicle otherwise it will be sold to defray costs and balance owing to be recovered by debt collectors from the registered owner.

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WD Price Vehicle Recovery
62 Ellice Road Glenfield
094433181

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DECEASED ESTATE NOTICE TO CREDITORS & CLAIMANTS

All persons having a claim against the estate of **Neville Robert Jeffery Wilson** of Tauranga, Retired who died 29 January 2026 are hereby requested to send details of their claims to the undermentioned solicitors, not later than 60 days from the date of this advertisement. They are warned that on or after that date, the estate may be administered or distributed having regard only to the claims received. Claims due and owing at the date of death should be so certified. This notice is issued pursuant to section 79 of the Trusts Act 2019. Holland Beckett, Private Bag 12011, Tauranga Mail Centre, Tauranga 3143. Ph 07 577 8001, maia.adams@hobec.co.nz

Public notices

Abandoned Vehicles

Notice is hereby given that the following vehicles have been deemed abandoned.

2004 Honda Fit Hatchback
Plate: HCC423
VIN: 7AT08G2YX13025175
Towed on: 21/01/26 Towed from Silver Moon Rd, Albany Heights

Reference number:
CAS-1291161-M6T6X7

2016 Mazda Premacy Station Wagon
Plate: NCH998
VIN: 7AT0C133X20136019
Towed on: 27/01/26 Towed from Maki St, Westgate

Reference number:
CAS-1296337-P5H0X4

2018 Toyota Aqua Hatchback
Plate: QGF935
VIN: 7AT0H65YX23752371
Towed on: 16/02/26 Towed from Ponsonby Tce, Ponsonby

Reference number:
CAS-PD4Q8-H4X1V7

2011 Mazda Axela Hatchback
Plate: PDN498
VIN: 7AT0C13JX22103092
Towed on: 14/01/26 Towed from Park Gardens, Onehunga

Reference number:
CAS-1266893-QJ2JF4

2010 Hyundai Getz 1.4 5D A4 Hatchback
Plate: FLA376
VIN: KMHBT51DMAU973062
Towed on: 18/02/26 Towed from Mount Smart Rd, Onehunga

Reference number:
CAS-1270772-KOD3P7

2007 Mazda Axela Hatchback
Plate: PZE426
VIN: 7AT0C13JX13315003
Towed on: 18/02/26 Towed from Arthur St, Ellerslie

Reference number:
CAS-PC7X5-M0Y8B6

The owners of the above vehicles or anyone who knows the whereabouts of the owners should contact Auckland Transport 09 355 3553 or email abandonedvehicles@at.govt.nz and quote the appropriate reference number. If the owner fails to contact Auckland Transport after 10 working days of this notice the vehicle will be disposed of under the powers granted by the Local Government Act 1974, Section 356. For any vehicle removed, sold, or otherwise disposed of under this section the owner must reimburse Auckland Transport for any actual expenses prior to the owner taking delivery of the vehicle.

Find out more: phone 09 301 0101 or visit aucklandcouncil.govt.nz



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NOTICE TO CREDITORS AND OTHER CLAIMANTS

PURSUANT TO SECTION 79 OF THE TRUSTS ACT 2019
If you have any claim, to which the above section applies, against the estate of **SUI CHUN LIU** of Auckland, Retired Housewife who died on 21 January 2026, you are now required to send details of all your claims to the solicitors for the Executors **DG LAW LIMITED**, P O Box 14-083, Panmure, Auckland 1741 (Attention: Crissina Andrews) or email crissina@dglaw.co.nz within 31 days of the date of this notice. The estate may be distributed without regard to any claim of which the Executor does not have notice of within 31 days of the date of this notice.

DATED 4 March 2026
DG LAW LIMITED
Solicitors for the Executors

RAHUI FOR PAUA & OPONONI TRAILER PARK

TIME: 1pm
DATE: 13th March 2026
VENUE: Opononi War Memorial Hall

This is an invitation to all from the hokiang and beyond to attend this meeting in support of a rahui for paua.

As most of you know the stock is in a terrible state and support is needed from a hapu, iwi, public, community level to try and save our resource from decimation.

Any inquiries please email nikiana06@yahoo.co.nz. If you would like to come on through teams please forward to the email above and we will try our hardest to connect you in.

TILE SCAPE LIMITED (IN LIQUIDATION)

Public Notice of Appointment of Liquidator

On 28 February 2026 at 12:12 PM, it was resolved by a special resolution of the shareholders, pursuant to section 241 (2) of the Companies Act 1993, that the Company be liquidated and that Grant Bruce Reynolds, Licensed Insolvency Practitioner, be appointed liquidator.

Creditors and shareholders may direct their inquiries to Grant Reynolds during normal business hours at the address and contact numbers stated below.

GRANT REYNOLDS, Liquidator
Address of Liquidator:
Reynolds & Associates Limited,
PO Box 259099,
Botany 2163, Auckland
Phone: (09) 524 9238
Email: grant@randa.co.nz

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NEW STAFF from Thailand, Full body oil massage, back/shoulder Ellerslie 021-268-0758.

NORTH SHORE just open, renovated, great massage, off-street parking, Ph 027-368-8221.

THAI STYLE full body oil massage, new staff. Easy parking, Panmure. 020-486-0905.

THERAPEUTIC DEEP TISSUE relaxing massage, morning special Onehunga. 0221397020

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Engineering Outcomes, Limited
Telephone 09 436 5534
E-mail info@e-outcomes.co.nz
Internet www.e-outcomes.co.nz

30 July 2026

PROPOSED BOAT TRAILER AND CAR PARKING 7 & 9 HOKIANGA HARBOUR DRIVE OPONONI; LOT 1 DP 505510 COMMENTARY ON THE DESIGN AND TRAFFIC ASPECTS

The Proposal

1. The proposal is a new trailer parking area, with space for sixteen cars with trailers, plus additional carparking (7 spaces) alongside a picnic area and associated access, footpath and traffic calming.
2. The proposal is depicted in the attached Figure 1.
3. Both parking areas are designed with sufficient manoeuvring width to ensure almost all, if not all, vehicles can turn around on the site and exit in a forward direction. In the case of cars towing trailers, the area and access crossing caters for vehicle combinations with a total length of 13.0 metres - typical for larger trailer boats up to 8 metres in length, such that all wheels remain on paved surfaces at all times and it is never necessary for them to cross the centreline of Hokianga Harbour Drive.
4. The trailer parking spaces are 14 metres long and at least 3.0 metres wide (3.5 metres for the westernmost space to also facilitate exits from it in a forward direction).
5. Both parking areas are proposed to lead to a single access that connects to the southern side of Hokianga Harbour Drive (SH12) at route position 61/2.20 kilometres. The access is proposed to have a 6.0 metre carriageway width and a footpath alongside.
6. The parking areas are proposed to be accompanied by a no-stopping area on the sealed shoulder immediately west of the boat ramp. This will ensure that vehicles are always able to move completely off the highway when accessing the boat ramp from the new parking area (see Figure 1). It would be in the form of yellow paint marking over the entire area – likely large letters “NP” inside a hatched box¹.

¹ Dashed yellow no-parking lines on the edge of the highway would not be sufficient because there is space to park outside of them and entire off the live lane.

Fig. 1
Site Plan



Tel. 09 436 5534
info@e-outcomes.co.nz

Project
**Boat Trailer
Parking
Opononi**

Client
**Far North
Holdings Ltd**

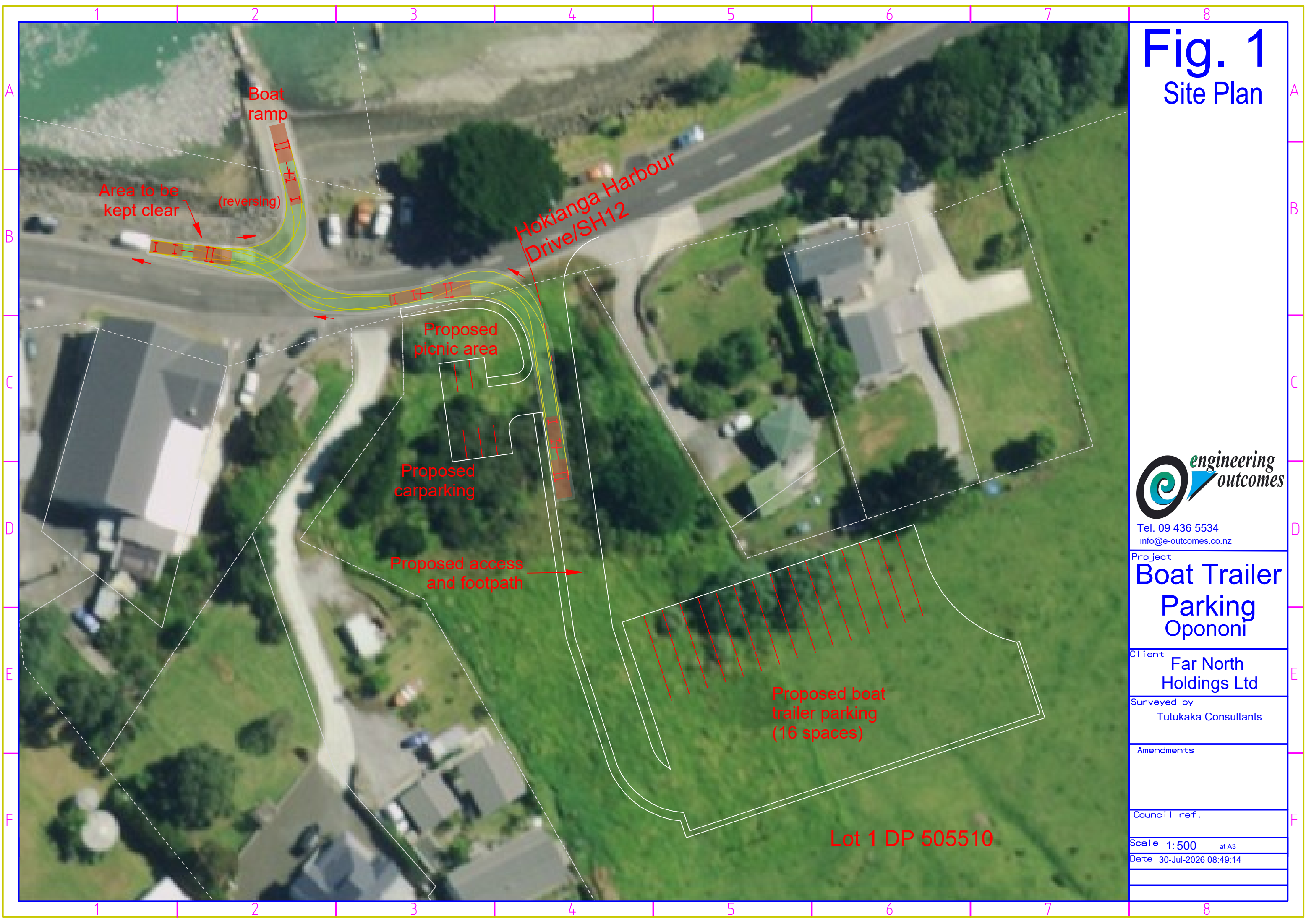
Surveyed by
Tutukaka Consultants

Amendments

Council ref.

Scale 1:500 at A3

Date 30-Jul-2026 08:49:14



Overall Conclusion

7. The proposal is considered to have significant overall benefits because it will result in a significant reduction in manoeuvres within the live lanes of Hokianga Harbour Drive, including U-turns. Sight distances are at least adequate and a conventional crossing, with flares suitable for the largest expected vehicle combinations but no local widening, will be at least adequate.
8. The proposal is not expected to significantly increase the use of the boat ramp.

The road and traffic environment

9. This part of Hokianga Harbour Drive is sealed with two lanes and speed limit of 50 km/hr. Its width is variable and includes extensive parking along both sides, especially west of the site. It is partially lit at night.
10. This locality also experiences a relatively high level of general activity, including movements of people on foot, especially during holiday periods.

Traffic

11. All traffic data and predictions presented here are total one-way movements in either direction.
12. The trailer parks are expected to be used up to three times per day each during the peak of the holiday season, no more than once per day on average days and even less again during the off-season including winter. The general carpark are expected to be used up to five times per day each during the peak of the holiday season, no more than twice per day on average days and even less again during the off-season.
13. On this basis, total daily traffic of 60 movements is expected on an average day, increasing to as many as 170 movements during the peak of the holiday season. At least two additional crossings of Hokianga Harbour Drive are expected on foot for each use of each trailer parking space, so a rate in the mid thirties on average days and close to 100 during the peak of the holiday season.
14. The proposal is not likely to significantly increase the usage of the boat ramp, especially on average days. Its purpose is simply to improve the management and safety of the movements associated with the ramp.
15. This part of Hokianga Harbour Drive is estimated to carry a little under 1,700 vehicle movements on an average day². This is expected to increase significantly during holiday seasons, potentially as much as a doubling.
16. Since the start of 2016, a number of crashes have been reported on Hokianga Harbour Drive between the Four-Square crossing to the west and the eastern edge of the settlement. All involved either losses of control of a single vehicle (some of which collided with parked vehicles) or intentional harm. Not a single two-vehicle nor pedestrian-related incident is reported in that time period.

² Mobile Road

Traffic Effects

17. The main effect of the proposal is considered to be from the movements necessary for vehicles to access the boat ramp from this parking area - the crossing of both lanes of the highway. Additional crossings of Hokianga Harbour Drive on foot also warrant consideration.
18. While the trailer park will increase the frequency of vehicle movements across the highway, it will significantly decrease, potentially even eliminate, the additional u-turns and manoeuvring that currently occurs once vehicles exit the boat ramp to park their vehicles and trailers³. Those movements currently occur because most vehicles and trailer parking is along the northern side of Hokianga Harbour Drive on the same side of and west of the ramp.
19. No crashes have been reported as a result of those movements and manoeuvres, nor involving people on foot in Opononi, since at least the start of 2016. The, much more orderly and conventional, movements as a result of the proposal will reduce these very low⁴ risks even further.
20. In fact, as stated, the proposal is not likely to significantly increase the overall rate of vehicle movements, only to concentrate them through the new purpose-built access and crossing.
21. While the no-stopping area immediately west of the boat ramp slightly decreases the parking supply alongside the highway, this will be more than offset by the proposal itself.
22. Sight distances associated with the proposed crossing are well above the safe-stopping sight distance (SSSD) standard. In the more restricted direction - towards the east, the sight distance is more than 100 metres, which allows double the driver reaction time typically applied with SSSD from the westbound operating speed of 56 km/hr.
23. Local widening is not necessary at the crossing. A large majority of entries to the site will be right turns, with virtually all boat trailers turning right when entering. Non-turning vehicles in potential conflict with vehicles turning right into the site will have travelled through all of Opononi including the busiest sections around both the wharf and boat ramp. As such, those drivers will have heightened awareness of potential conflict including turning vehicles ahead of them. In any event, no rear-end crashes have been reported anywhere in Opononi since at least the start of 2016 despite the already high frequency of turning vehicles in the locality.
24. A similar effect reduces the risks associated with people crossing the highway on foot in this locality, but doesn't eliminate it because pedestrians are at risk from both directions. Crossings on foot are already common in Opononi, with extensive parking on the northern and northeastern side of the highway opposite all of the businesses in the locality. Despite this, not a single incident involving a pedestrian has been reported since at least the start of 2016.
25. Even so, the site is close to the eastern extent of Opononi, with an extensive rural area to its east. To address the risk to pedestrians from that direction, a pedestrian warning sign is proposed on the westbound approach a short distance east of the site (say 100 metres). See Figure 2.
26. No congestion is expected as a result of the proposed new access. The proposal will not increase the rate of right-turn exits onto the priority route and, in any event, the traffic in this locality is nowhere near levels at which any turns are difficult, even during holiday seasons.

³ Often involving manoeuvres within the live highway lanes including u-turns.

⁴ In fact, arguably undetectable.

Figure 2. The proposed pedestrian warning sign for westbound traffic ~100 metres east of the site.



Photo 1. A panorama of Hokianga Harbour Drive from west (left) to east and centred on the location of the proposed access to the new parking area. The boat ramp is a short distance beyond the black car parked at centre-left.



Photo 2. A panorama of Hokianga Harbour Drive from east (left) to west centred on the location of the proposed access to the new parking area. Note the car and boat trailer parked at far left. Its owners would have to turn around somewhere east of this location when retrieving their boat, and example of turns the proposal will eliminate.



Report prepared by Dean Scanlen


Dean R Scanlen
BE(Hons)(Civil), CPEng, IntPE(NZ)