

# APPLICATION FOR RESOURCE CONSENT

PURSUANT TO SECTION 88 OF THE RESOURCE  
MANAGEMENT ACT 1991

HARMAC CONCRETE LTD

KOWHAI FORD ROAD

KAIKOURA



**APPLICATION FOR RESOURCE CONSENT**

**PURSUANT TO SECTION 88 OF THE RESOURCE MANAGEMENT ACT 1991**

**Form 5**

**To:**

Kaikoura District Council  
PO Box 6  
Kaikoura

**APPLICANT:**

Harmac Concrete Ltd

**ADDRESS FOR SERVICE:**

Rachel Vaughan  
Smart Pathways  
850a State Highway One  
Kaikoura  
Phone: 0274550346  
Email: rachel@smartpathways.co.nz

**SITE DETAILS:**

Kowhai Ford Rd, Kaikoura  
Lot 2 DP 10194  
Valuation 21070 18200

**TYPE OF RESOURCE CONSENT**

Land use consent

**DESCRIPTION OF THE ACTIVITY**

Variation and extension to an existing consent to allow for the increased activity associated with the road rebuild after the Hurunui Kaikoura 14 November 2016 Earthquake series. The variation to the consent is retrospective. The variation includes increased truck movements, a larger operations area, and a pre-cast construction concrete area.

The existing consent number 08052 is for the concrete batching plant and operation of a landscape supply depot. Full details of the proposal are set out in this application and the plans attached.

EFFECTS ON THE ENVIRONMENT

Effects on the environment will be increased due to the proposal with a full description of potential effects outlined in this application.

ADDITIONAL RESOURCE CONSENTS

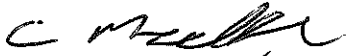
Environment Canterbury resource consents are held for discharge of wash water and water supply. Staff ablution wastewater is now a permitted activity.

OTHER INFORMATION

Other relevant information is included within the application, the annexures and the appendices. This information comprises:

Appendix A: Certificate of Title

Signed by the applicant

  
10/8/18

## ASSESSMENT OF EFFECTS ON THE ENVIRONMENT

### BACKGROUND

Resource consent 08052 was granted on 2 September 2008 to make the concrete batching plant on the application site a permanent operation. The consent was subject to a number of conditions, including a limit on the extent of the operation, hours of operation and landscaping conditions.

The site has been subject to extension since the Hurunui Kaikoura Earthquake series on 14<sup>th</sup> November 2016. This was in response to the rebuild of State Highway One and environs. Harmac Concrete Limited have structural certified concrete which is necessary for the Highway rebuild. It is envisaged in the coming year, an increased demand from the residential and commercial earthquake rebuild, as well as infrastructure rebuild in the District.

In addition to certified concrete, Harmac Concrete Limited supplies, from the Kowhai Ford site:

- Porous concrete (no fines) necessary for the sea wall structures along State Highway One,
- Pre-cast concrete structures,
- A storage area for pre-cast concrete structures,
- Non-structural concrete,
- Shingle and cement storage.

The increase in activity has resulted in

- Increased product and machinery storage infrastructure,
- Increased concrete trucks for product supply,
- Increased supply trucks for shingle and cement,
- Increased workers on site,
- Extension into the adjacent site,
- Increased vehicle movements for workers, supply trucks, concrete trucks and transport of pre-cast products.

The applicant is therefore in a position of having to vary and extend the scope of their existing consent to account for the supply of product to the rebuild of Kaikoura, principally State Highway One and also the residential and commercial rebuild.

### DESCRIPTION OF THE PROPOSAL

Prior to the 14<sup>th</sup> November 2016 earthquakes, the existing activity at the site involved a concrete batching plant and the storage of aggregate on site. Traffic movements typically involve concrete mixers and a few staff vehicles. Water is sourced from a nearby farm supply, and the vehicle entrance has been upgraded in accordance with the conditions of the existing resource consent.

Discharge of wastewater from the staff facilities is a permitted activity. Discharge of wash water has an existing consent.

The proposal is to continue the existing concrete batching operation, but on an increased scale to assist the post-earthquake rebuild of the State Highway and Kaikoura. Prior to the earthquake series, the current operation covered an area of approximately 7,000m<sup>2</sup>. The extended site area will occupy an area of 35,000 m<sup>2</sup>. See aerial photo in Figure 1 below. Figure 3 shows the location of the site relative to adjacent roads.

Within the extended site area, the NCTIR enabling works yard covers an area of approximately 3ha adjacent to the existing Harmac operation. The yard is used for storage, laydown and materials fabrication by the tunnels and structures teams within the NCTIR programme. An approximately 3m high topsoil bund has been constructed around the perimeter of the yard. An aerial photo showing the site is included in Figure 4 below.

The NCTIR tunnels area is an approximately 3,060m<sup>2</sup> rectangle (25.5m wide and 120m in length). It is located on the southern property boundary adjacent to the existing Harmac operation. The area includes office and staff amenities, pre-casting facilities and materials storage. Figure 2 Tunnels area office

The office was established for temporary use by the NCTIR tunnels team. Seven shipping containers have been grouped on the south western boundary to create a 220m<sup>2</sup> office for the tunnels area. The staff amenities include toilet facilities, showers, basic kitchen facilities and office space. The containers have been covered to create a central area for staff to congregate as shown in Figure 4 below.

The pre-casting facilities consist of four concrete slabs with a combined area of approximately 550m<sup>2</sup>. Pre-casting involves casting concrete in a reusable mould to form structures required for the restoration of the MNL. The structures are then cured in a controlled environment before being transported to the works site and lifted into place. The frequency of pre-casting will vary to meet the requirements of the NCTIR programme.

The tunnels area contains approximately 1,050m<sup>2</sup> of outdoor storage. Of this, 600m<sup>2</sup> is for the storage of structures pre-cast onsite. The additional 450m<sup>2</sup> is for general storage of materials.

Hazardous substances are stored in two purpose-built secure containers, each equipped with 2,400 Litres of bunding. The materials' classes are a range of A,B,C,D,E all of which are stored in accordance with the SDS guidelines and bunding capacity. The DG Stores are managed by suitably qualified personnel, with constant checks and periodic counts made.

The structures area is approximately 2.69ha in size and is located to the east of the Harmac operation. The area is largely used for storage with some onsite pre-casting and fabrication.

The structures pre-casting facility is approximately 550m<sup>2</sup>. It is predominantly used for the casting of road barriers. The frequency of pre-casting varies to meet the requirements of the NCTIR programme.

Approximately 2.64ha has been allocated for outdoor storage within the structures area. The materials stored on site vary depending on the construction programme but can include:

- 20m long bridge beams
- Steel beams, casings and moulds
- Sea wall facing blocks (approximately 270 at any one time)
- Sea wall capping blocks (approximately 430 at any one time)

Materials are stacked to maximise storage space and access lanes are provided for collection of materials and truck manoeuvring within the yard. Containers are provided for the secure storage of small plant such as jacks, slings and shackles.



FIGURE 1: AERIAL PHOTO OF EXTENDED SITE

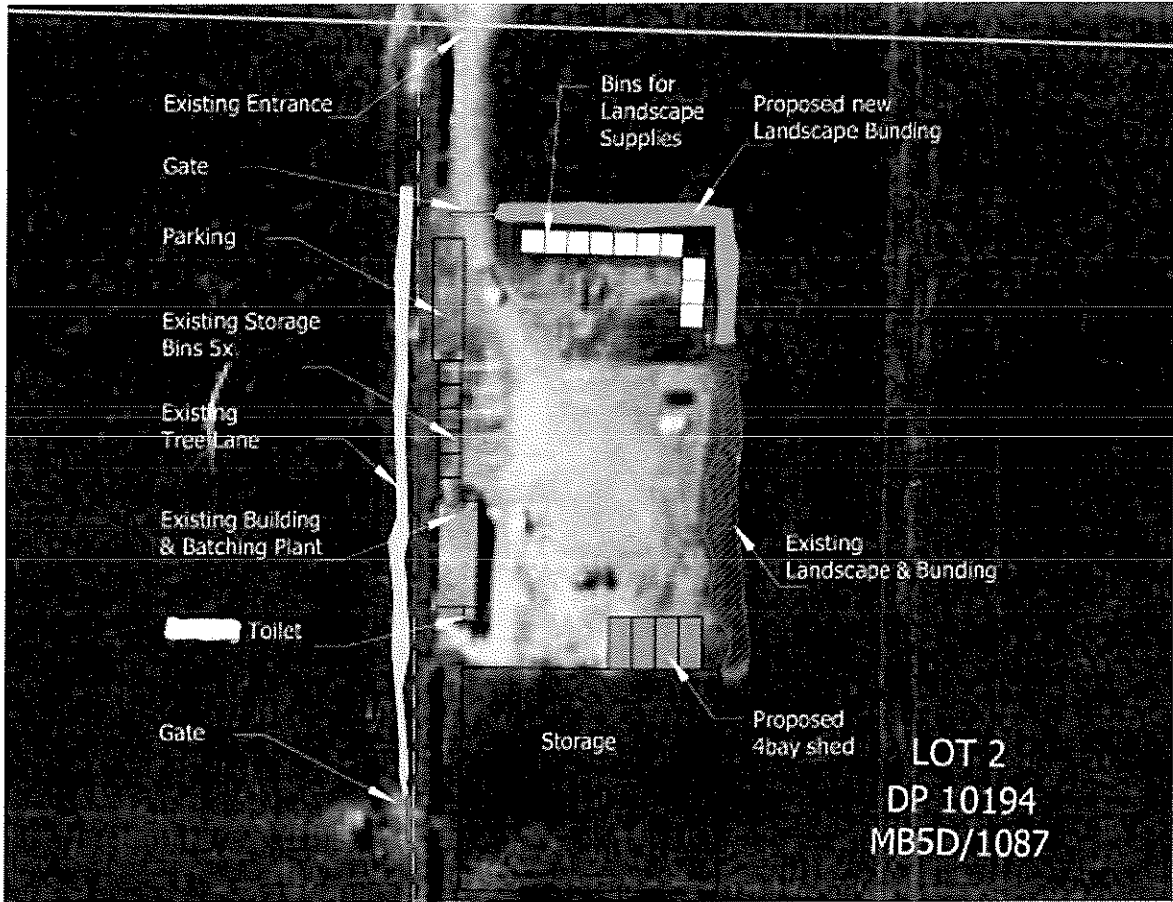


FIGURE 2: 2008 SITE LAYOUT

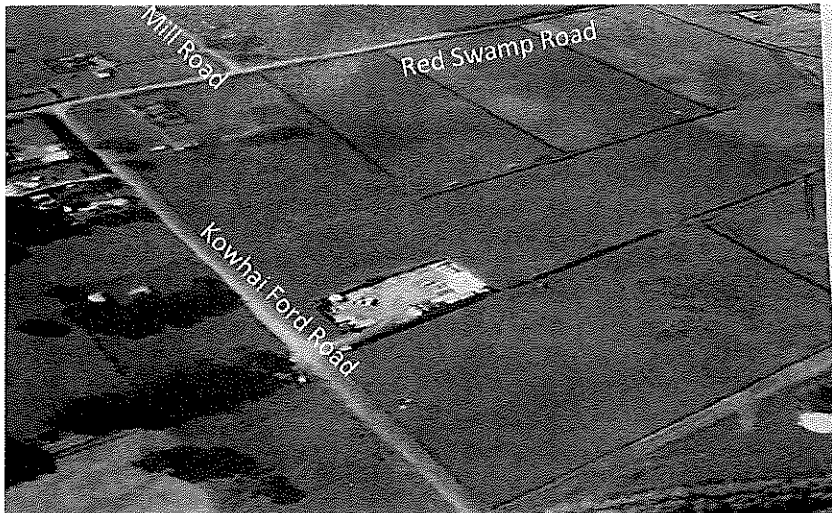


FIGURE 3: AERIAL PHOTO SHOWING SITE LOCATION

The proposal involves the following:

1. Extension into the adjacent site comprising:
  - a. storage area,
  - b. machinery storage area,
  - c. landscape bunding, include eastern boundaries
  - d. increased truck manoeuvring area,
  - e. staff parking,
  - f. cement and shingle storage,
  - g. general storage,
  - h. pre-cast construction area,
  - i. future landscape
  
2. Increased vehicle movements comprising:
  - j. concrete trucks for product supply,
  - k. Increased supply trucks for shingle and cement,
  - l. Increased workers on site,
  - m. transport of pre-cast products.



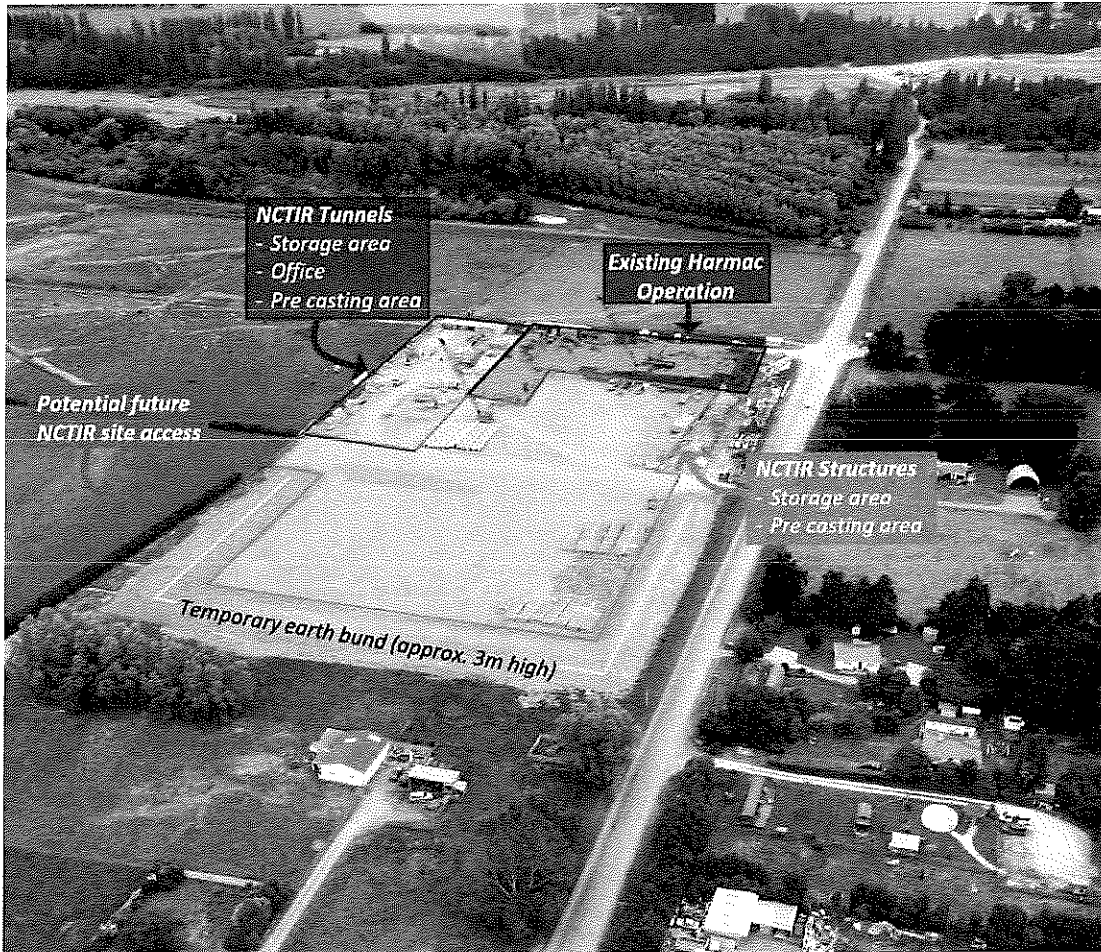


FIGURE 4: YARD LAYOUT – INDICATIVE AREAS

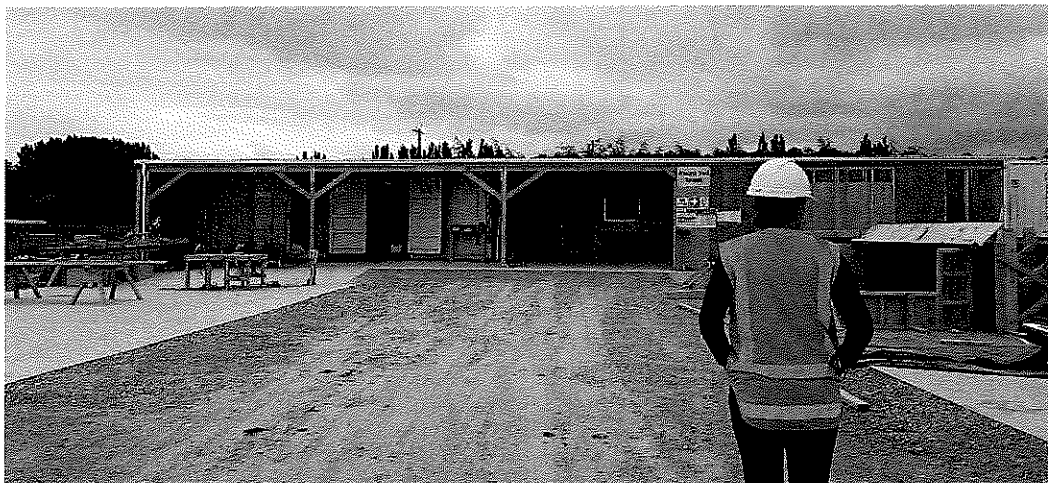


FIGURE 5: TUNNELS AREA OFFICE

While significant progress has been achieved on the restoration works in December 2018, the site will be needed to support ongoing NCTIR works through until the end of 2019. It is anticipated that the scale of activities will gradually decrease through this time. A maximum of 35 people will be working within the NCTIR site each day.

#### HOURS OF OPERATION

Hours of operation for the yard have been increased as per the demand for the road rebuild. The operational hours are now 5am-7pm. This is to meet the demand of the road rebuild and the operational constraints of rebuilding State Highway One. Operational constraints include high tide, vehicle movements on the Highway both public and construction, weather and the construction program. Night works may be required up to five days per month for the hours of 6pm-6am.

The storage of shingle and cement is in an area previously expanded to be used for the storage of landscape supplies. Sale of landscape supplies has now been replaced by product storage.

#### PARKING AND VEHICLE MOVEMENTS

Consent 08052 allowed for 140 vehicle movements per day on the site at peak as defined under the District Plan. A breakdown in vehicle movements is shown below.

The new parking, storage and operational areas will be formed in a permanent surface, finished in coarse gravel to mitigate dust nuisance. Carparks are not proposed to be marked. There is sufficient room to ensure all parking and loading areas comply with the District Plan design standards. The applicant stores all machinery and vehicles on site for security.

The site fronts onto Kowhai Ford Road. Kowhai Ford Road is a sealed two-lane local road which intersects with Red Swamp Road approximately 360m to the east of the Harmac operation. Red Swamp Road is a collector road. Kowhai Ford Road fords the Kowhai River approximately 700m to the west before intersecting with the Inland Kaikoura Road. Currently, NCTIR vehicles access the site from two locations on Kowhai Ford Road. One access is the existing Harmac entrance with a secondary access approximately halfway along the property's road boundary.

A parking area is provided between the Harmac operation and the tunnels area. This accommodates all light vehicles parking within the site. Access lanes are provided between stored materials so heavy vehicles can safely manoeuvre when dropping off and collecting goods for the restoration of SH1 and the Main North Rail Line. Informal parking is also available throughout the storage areas.

The existing concrete batching plant will be retained and a second batching unit called a pug mill may be brought in temporarily. The pug mill is quieter than the existing batching unit, but will be used in addition to the existing unit. It is a high capacity unit, so would increase production by another 120 trucks per day. The pug mill would have a limited duration on site to meet demand of the road rebuild.

During operating hours there will be light and heavy vehicle movements associated with staff movements and the delivery and collection of stored materials.

The estimated daily vehicle trips are as follows:

**TABLE 1: VEHICLE MOVEMENTS**

Vehicle	Number	Vehicle Movements*	Total
Concrete Trucks	10 trucks	6 VPD at 3 loads/day each	300
Concrete Staff – 10 drivers, site staff and managers	14 workers	2 VPD	28
Shingle and cement supplies per day	6 trucks	Shingle 6 VPD at 5 loads/day Cement 6 VPD at 2 loads/day	42
Pre-cast operations	60 trucks	6 VPD	360
	35 light vehicles	2 VPD	70
Pre-cast workers	8 workers in one van plus management	2 VPD	4
Potential 2 <sup>nd</sup> batching unit	10 trucks	6 VPD at 2 loads/day each	120
<b>Total</b>			<b>924</b>

\*Vehicle Movements per Day (VPD) means one single car trip to or from a site. Equivalent car movements are as follows:

- 1 car to and from a site = 2 VPD
- 1 truck to and from a site = 6 VPD
- 1 truck and trailer to and from a site = 10 VPD
- a single residential unit generates 10 VPD

Estimated number of vehicle trips (note this is based on actual trips not vehicle movements as defined in the Kaikoura District Plan)		
Light Vehicles	Day Shift	Night Shift (up to 10 days per month)

	- 35 contractor vehicle trips (35 incoming between 6.00am and 7.30am and 35 outgoing between 4.00pm and 6.00pm);	- 20 contractor vehicle trips (10 incoming and 10 outgoing between 6.00pm and 6.00am)
<b>Heavy Vehicles</b>	<p>Day Shift</p> <p>- 60 truck and trailer vehicle trips (5 incoming truck and trailers and 5 outgoing truck and trailers per hour between 6.00am and 6.00pm)</p>	<p>Night Shift (up to 10 days per month)</p> <p>- 60 truck and trailer vehicle trips (5 incoming truck and trailers and 5 outgoing truck and trailers per hour between 6.00pm and 6.00am)</p>

These estimates are based on the assumption that there will be an average of 25 people working within the site that will travel in individual work vehicles each day. As noted previously the scale of activity, and consequently the associated vehicle movements, are expected to reduce over time.

Note these are maximum vehicle movements on days where there is maximum production, most days are much less. Some days there is nothing especially as work will decrease. Following the pattern of the Christchurch rebuild demand, work decreased after the initial rebuilt was completed Year 2-3.

DISTRICT PLAN ASSESSMENT  
Kaikoura District Plan

Zoning: Rural

Overlays / features: Flood Hazard Area 3a

**TABLE 2: PROPOSED PLAN — RELEVANT RULES**

Rule	Conditions	Proposal	Activity Status
12.8.1 Parking and Loading	<ul style="list-style-type: none"> <li>a minimum number of parking spaces to be provided at all times</li> <li>Design of Parking Spaces</li> </ul>	Complies	Permitted

Table 12.8.1 Parking Requirements	Industrial activities: 1 space per 50m2 Gross Floor Area plus 1 space per 100m2 outdoor storage space	Complies – Outdoor Storage space increased. Parking provided for increased staff and vehicles	Permitted
12-8.4 High traffic generating activities	Previously consented to 140 VPD	Estimated up to 924 VPD	Restricted Discretionary
22.7 Industrial / Commercial Activity	a. Industrial Activities b. Commercial Activities, except where listed as a permitted activity	Industrial Activity means the use of land and buildings for the primary purpose of manufacturing, fabricating, processing, packing, or associated storage of goods.	Discretion is not restricted to any particular matter. The performance standards in 22.8 will be used as a guide when assessing applications for unrestricted discretionary activities.
22.8.2 Noise	Noise limits apply, measured at "any point within any other site in the Rural Zone"	Noise standards are not complied with	Restricted Discretionary

*OVERALL STATUS OF ACTIVITY: DISCRETIONARY*

ACTUAL AND POTENTIAL EFFECTS ON THE ENVIRONMENT

12.8.4 High Traffic Generating Activities Any high traffic generating activity (i.e. an activity which generates more than 100 vehicle movements per day) is a Restricted Discretionary activity with Council's discretion restricted to the following matters: i. effects on traffic, pedestrian and cyclist safety ii. effects of vehicle movements on amenity values of any residential units iii. effects of vehicle movements on any surrounding land uses iv. efficiency of roads and state highways

#### EXISTING EFFECT OF THE ACTIVITY

The application for retrospective consent to vary and extend the existing concrete batching plant and landscape supply business. As an existing consent is held, this consent now forms part of the existing environment. Thus, the effects of the existing consented operation cannot be considered. On that basis, the following assessment of effects will list effects from the extended operation only.

#### VISUAL AND LANDSCAPE

Visual effects have increased due to the extension of the site. The effects of the existing activity are mitigated by landscape bunding along the road frontage, the eastern and on the northern site boundary. The existing bunding is a condition of the 2008 consent. The existing landscape bund has been extended so the entire area will be screened by landscaping. The applicants propose to replicate the existing consent conditions on the extended application area, which would ensure visual and amenity effects are mitigated.

There is a change in the landscape character of the area from arable grazing to industrial use of the site. The Kaikoura District Plan (the Plan) specifically recognises protection of rural character and it is a matter outlined in the Objectives and Policies in Section 22 of the Plan. The desire to maintain open space rural character must be tempered by the fact that a previous consent has been granted which recognises this location as appropriate for the existing consented activities.

The consented activities form part of the existing environment, so there is a degree of effect from expansion of the yard that needs to be weighed against that which is already permitted. In addition, the expansion of the yard has occurred in response to the rebuild of national infrastructure following an extraordinary event. The question for rural amenity becomes one of the visual and landscape effect of removing an existing rural open space and creating a bunded yard. Will the bund have an impact on the environment which is more than minor.

Earthworks and Bunding is a permitted activity in the Rural Zone, in that it is not considered in Table 22.7 and thus becomes permitted. A bund could be formed as of right in conjunction with permitted farming activities.

The effects of a proposed bund are within the common law baseline could not be taken into account - the decision-maker has no discretion about that. But the statutory permitted baseline is discretionary as a bund could be formed as of right. Examples of permitted earthworks include stopbanks, holding ponds and shelter areas. In addition building platforms can be formed without earthworks consents. Therefore, the effects of the bund should not be taken into account when forming an opinion under Section 95 D and E and section 104C of the Act. The assessment should be limited by activities that are not permitted, i.e the industrial use of the land

No new buildings are proposed as part of this application.

The site results in the consolidation of resources at an existing industrial site, rather than locating activities piecemeal around the District. The site has consented industrial activities forming part of the existing environment. The activities are near the existing Downers EDI yard, and are located in an area that is already subject to activities and truck movements from gravel extraction in the Kowhai River, road maintenance, pest control, existing concrete plant activities and landscape supply. These activities form part of the existing environment and must be considered:

Section 2 of the Act states that environment includes—

- (a) ecosystems and their constituent parts, including people and communities; and
- (b) all natural and physical resources; and
- (c) amenity values; and
- (d) the social, economic, aesthetic, and cultural conditions which affect the matters stated in paragraphs (a) to (c) or which are affected by those matters

#### TRAFFIC

The existing consent allows for 140 VPD. The calculation above shows an increase to 924 VPD. This is an increase in intensity from the current consent. The affects of increased traffic is expected to affect the properties at the corner of Red Swamp and Kowhai Ford Roads.

The wider district roading network is experiencing increased truck movements from the road rebuild effort. The impact of this activity is considered to be easily absorbed into the existing roading network. The NCTIR heavy vehicle route has been planned to restrict heavy vehicle associated with the rebuild works to the district collector roads. This is to promote road safety and protect local users. The drivers will adhere to the NCTIR alliance guideline.

#### HERITAGE AND CULTURAL

The District Plan does not identify any archaeological features on the site. Site earthworks will be restricted to scraping 100 to 200mm topsoil and replacing with gravel for the parking and operational areas.

The Proposed Kaikoura District Plan's Site Management Protocol and Accidental Discovery Protocol, and the Heritage New Zealand provisions have been followed for the recent earthworks. Contractors were made aware of these provisions prior to commencing earthworks.

#### SERVICING

Water is obtained from a neighbouring private farm supply. This will remain unaltered apart from a small extension to supply water to the office kitchen facilities and toilet. The discharge from the ablution and staff kitchen facilities is considered a permitted activity see CRC092791.

The discharge of wash water and stormwater is covered under CRC137024.

#### EXISTING CONSENTS FROM OTHER AUTHORITIES

##### Consented Activities - Discharge to Land: CRC092791

Consent No CRC092791  
Consent Type Permitted Activity (s15)  
Consent Status Issued - Inactive  
Permit Type RMA Authorisation  
Feature Type Human Effluent  
RMA Section s15(1)(b) Discharge to Land  
Activity Text Discharge Contaminant into Land to Water  
Holder Name Harmac Concrete Limited  
EC Number EC251800  
Location Kowhai Ford Road, KAIKOURA  
From Date 1/12/2009, 1:00 PM

##### Consented Activities - Discharge to Land: CRC137024

Consent No CRC137024  
Consent Type Discharge Permit (s15)  
Feature Type Stormwater Industrial  
RMA Section s15(1)(b) Discharge to Land  
Activity Text Discharge Contaminant into Land to Water  
File No CRC137024  
Holder Name Bernard Charles Harmon  
EC Number EC165084  
Location Kowhai Ford Road, Kaikoura

#### NATURAL HAZARDS

The site is located within the flood hazard 3a area. This is described as a low flood hazard area. No resource consent is required under the Hazard provisions, since the District Plan rules only control habitable buildings, residential units and camping grounds. No buildings will be habitable. The activity is considered a responsible use of flood hazard land.

#### NOISE

The existing consented activity has some degree of noise associated with the operation. The activity is bundled and located away from the adjacent dwellings. The extended hours of operation will exceed that currently allowed in the District Plan noise provisions in addition truck movements will be during night hours to allow concrete to be delivered when traffic is lighter on State Highway One. Noise from the (existing) concrete plant is not dissimilar to anticipated rural activities, such as gravel extraction in the river, milking shed, machinery maintenance, or silage and hay making. This may impact neighbouring residential and commercial visitor accommodation activities.



Night noise will be limited to the concrete batching plant and vehicle movements. Noise from loading / unloading of gravel and cement supplies will occur during the day. This noise will be low level and intermittent.

Finally, the extended landscape bund will provide a solid and effective noise barrier. With most noise generated at or below the level of the bund, noise at neighbouring sites will be substantially reduced.

#### POSITIVE EFFECTS

The Resource Management Act (RMA) meaning of "effect" (section 3) includes any positive effect as well as any adverse effect. Under section 104 (1)(ab) of the RMA, an assessment of a resource consent must, by statute, include an assessment of any measure proposed or agreed to by the applicant for the purpose 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.

This proposal will provide the following positive effects:

- Consolidation of resources at an existing industrial site, rather than locating activities piecemeal around the District.
- Additional employment and economic development.
- Servicing the Kaikoura commercial and residential rebuild.
- Servicing the State Highway rebuild.
- Adding to the economic prosperity of the District.
- Carbon capture and some ecological benefits from the additional landscape plantings.

#### SECTION 104 OTHER MATTERS

Section 104 of the Resource Management Act requires consideration of various documents, and "any other matter the consent authority considers relevant and reasonably necessary to determine the application".

Kaikoura has an Iwi Environmental Management Plan which sets out the Iwi perspective on resource management within the district — "Te Poha o Tohu Raumati" — Te Runanga o Kaikoura Environment Management Plan ("EMP"). Although the site has no identified cultural areas, the accidental discovery protocol was followed during the site works. Policies from Te Poha o Tohu Raumati:

##### 3.4.2 Land use consents and building permits

2. All land use (to erect a dwelling) consent applications in the Kaikōura area are subject to those guidelines outlined in the Te Rūnanga o Kaikōura Management Guidelines for

Wāhi Tapu and Wāhi Taonga, as per Section 3.7. This includes provisions for site visits, cultural impact assessments and pre-resource consent archaeological assessments.

3. To encourage the use and implementation of Heritage Alert Layers, on planning maps and building permit document (LIMs and PIMs), as a predictive modelling tool to assist local authorities to identify areas of known archaeological sensitivity and manage archaeological heritage.

No items of interest are shown on Ka Huru Manu

#### 3.4.3 Business growth and development

1. To encourage appropriate business growth and development, that enhances the natural and cultural values of the Kaikōura area.
2. To protect the natural and cultural landscape from inappropriate business growth and development.
3. All applications relating to new business developments in the Kaikōura area are subject to those policies outlined in the Te Rūnanga o Kaikōura Management Guidelines for Wāhi Tapu and Wāhi Taonga, as per Section 3.7. This includes provisions for site visits, cultural impact assessments and pre-resource consent archaeological assessments.
4. To require that new business developments ensure that appropriate sewage and stormwater systems are in place.
5. To ensure that the scale and siting of any development (building height, density, etc) does not unreasonably detract from the natural landscape and character of the Kaikōura area.
6. Any new business development in the Kaikōura area that is considered to have high visual impacts on the natural or cultural landscape may be required to provide opportunities, and resourcing, to work with Te Rūnanga o Kaikōura to discuss and agree on appropriate design for the proposed development in relation to protecting the natural and cultural landscape.
7. To reflect and protect the landscape values of Kaikōura, indigenous plants (e.g. tī kōuka, harakeke) should be included in any large development proposals, such as shopping centres or restaurants.
8. To support and encourage the use of indigenous species to offset and mitigate negative impacts of development activities. Activities that may have high visual impacts on the natural or cultural landscape may be required to use suitable screening devices, such as indigenous plant species and other materials.

The site was extended in response to the demand for the rebuild of State Highway One. This did not allow the opportunity for pre-consent discussion or cultural monitoring. The site will be banded and planted with native species. This is an improvement of the indigenous species that did dominate the site. Given the modified nature of the site in terms of stop banks, farming and roading, no earthworks occurred that would have disturbed new land area.

## AFFECTED PARTIES AND CONSULTATION

### 95E Consent authority decides if person is affected person

(1) For the purpose of giving limited notification of an application for a resource consent for an activity to a person under section 95B(4) and (9) (as applicable), a person is an affected person if the consent authority decides that the activity's adverse effects on the person are minor or more than minor.

Te Runanga o Kaikoura are not considered an affected party. However, they were provided a draft copy of the application and their comments invited.

### Notification under Section 95A

#### Section 95A: Public notification of consent applications

##### Step 1: mandatory public notification in certain circumstances

No matters apply

(3) (a) the applicant has not requested notification,

(b) public notification is not required under section 95C:

(c) the application is not made jointly with an application to exchange recreation reserve land under section 15AA of the Reserves Act 1977.

##### Step 2: if not required by step 1, public notification precluded in certain circumstances

(4) No matters apply

(5) No matters apply

The criteria for step 2 are as follows:

(a) no 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) a restricted discretionary or discretionary activity, but only if the activity is a subdivision of land or a residential activity:

(iii) a restricted discretionary, discretionary, or non-complying activity, but only if the activity is a boundary activity:

(iv) a prescribed activity (see section 360H(1)(a)(i)).

(6) Does not apply

Step 3: if not precluded by step 2, public notification required in certain circumstances

(7) Determine whether the application meets either of the criteria set out in subsection (8) and,—

(a) Does not meet subsection (8) criteria

(b) if the answer is no, go to step 4.

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

(a) the application is not for a resource consent for 1 or more activities, and any of those activities is subject to a rule or national environmental standard that requires public notification:

(b) the applicant submits, that the activity will not have nor is likely to have adverse effects on the environment that are more than minor.

Step 4: public notification in special circumstances

(9) no 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.

It is considered that limited notification to the owners of Wacky Stays is required.

All others neighbours consents will form part of this application.

#### SUMMARY

6.1 This proposal is to renew a resource consent for an existing activity involving the operation of a concrete batching plant on Kowhai Ford Rd.

6.2 The concrete plant has operated on the current site, under resource consent until the Hurunui Kaikoura Earthquake Event on 14 November 2016.

6.3 The proposed activity will not have any significant adverse effects on the environment.

Appendix A

Certificate of Title

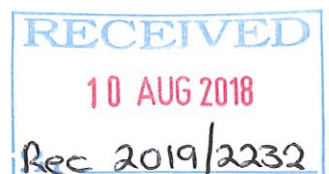
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The existing consent number 08052 is for the concrete batching plant and operation of a landscape supply depot. Full details of the proposal are set out in this application and the plans attached.

EFFECTS ON THE ENVIRONMENT

Effects on the environment will be increased due to the proposal with a full description of potential effects outlined in this application.

ADDITIONAL RESOURCE CONSENTS

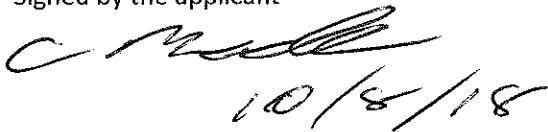
Environment Canterbury resource consents are held for discharge of wash water and water supply. Staff ablution wastewater is now a permitted activity.

OTHER INFORMATION

Other relevant information is included within the application, the annexures and the appendices. This information comprises:

Appendix A: Certificate of Title

Signed by the applicant



Handwritten signature and date: 10/8/18



## ASSESSMENT OF EFFECTS ON THE ENVIRONMENT

### BACKGROUND

Resource consent 08052 was granted on 2 September 2008 to make the concrete batching plant on the application site a permanent operation. The consent was subject to a number of conditions, including a limit on the extent of the operation, hours of operation and landscaping conditions.

The site has been subject to extension since the Hurunui Kaikoura Earthquake series on 14<sup>th</sup> November 2016. This was in response to the rebuild of State Highway One and environs. Harmac Concrete Limited have structural certified concrete which is necessary for the Highway rebuild. It is envisaged in the coming year, an increased demand from the residential and commercial earthquake rebuild, as well as infrastructure rebuild in the District.

In addition to certified concrete, Harmac Concrete Limited supplies, from the Kowhai Ford site:

- Porous concrete (no fines) necessary for the sea wall structures along State Highway One,
- Pre-cast concrete structures,
- A storage area for pre-cast concrete structures,
- Non-structural concrete,
- Shingle and cement storage.

The increase in activity has resulted in

- Increased product and machinery storage infrastructure,
- Increased concrete trucks for product supply,
- Increased supply trucks for shingle and cement,
- Increased workers on site,
- Extension into the adjacent site,
- Increased vehicle movements for workers, supply trucks, concrete trucks and transport of pre-cast products.

The applicant is therefore in a position of having to vary and extend the scope of their existing consent to account for the supply of product to the rebuild of Kaikoura, principally State Highway One and also the residential and commercial rebuild.

### DESCRIPTION OF THE PROPOSAL

Prior to the 14<sup>th</sup> November 2016 earthquakes, the existing activity at the site involved a concrete batching plant and the storage of aggregate on site. Traffic movements typically involve concrete mixers and a few staff vehicles. Water is sourced from a nearby farm supply, and the vehicle entrance has been upgraded in accordance with the conditions of the existing resource consent.

Discharge of wastewater from the staff facilities is a permitted activity. Discharge of wash water has an existing consent.

The proposal is to continue the existing concrete batching operation, but on an increased scale to assist the post-earthquake rebuild of the State Highway and Kaikoura. Prior to the earthquake series, the current operation covered an area of approximately 7,000m<sup>2</sup>. The extended site area will occupy an area of 35,000 m<sup>2</sup>. See aerial photo in Figure 1 below. Figure 3 shows the location of the site relative to adjacent roads.

Within the extended site area, the NCTIR enabling works yard covers an area of approximately 3ha adjacent to the existing Harmac operation. The yard is used for storage, laydown and materials fabrication by the tunnels and structures teams within the NCTIR programme. An approximately 3m high topsoil bund has been constructed around the perimeter of the yard. An aerial photo showing the site is included in Figure 4 below.

The NCTIR tunnels area is an approximately 3,060m<sup>2</sup> rectangle (25.5m wide and 120m in length). It is located on the southern property boundary adjacent to the existing Harmac operation. The area includes office and staff amenities, pre-casting facilities and materials storage. Figure 2  
Tunnels area office

The office was established for temporary use by the NCTIR tunnels team. Seven shipping containers have been grouped on the south western boundary to create a 220m<sup>2</sup> office for the tunnels area. The staff amenities include toilet facilities, showers, basic kitchen facilities and office space. The containers have been covered to create a central area for staff to congregate as shown in Figure 4 below.

The pre-casting facilities consist of four concrete slabs with a combined area of approximately 550m<sup>2</sup>. Pre-casting involves casting concrete in a reusable mould to form structures required for the restoration of the MNL. The structures are then cured in a controlled environment before being transported to the works site and lifted into place. The frequency of pre-casting will vary to meet the requirements of the NCTIR programme.

The tunnels area contains approximately 1,050m<sup>2</sup> of outdoor storage. Of this, 600m<sup>2</sup> is for the storage of structures pre-cast onsite. The additional 450m<sup>2</sup> is for general storage of materials.

Hazardous substances are stored in two purpose-built secure containers, each equipped with 2,400 Litres of bunding. The materials' classes are a range of A,B,C,D,E all of which are stored in accordance with the SDS guidelines and bunding capacity. The DG Stores are managed by suitably qualified personnel, with constant checks and periodic counts made.

The structures area is approximately 2.69ha in size and is located to the east of the Harmac operation. The area is largely used for storage with some onsite pre-casting and fabrication.

The structures pre-casting facility is approximately 550m<sup>2</sup>. It is predominantly used for the casting of road barriers. The frequency of pre-casting varies to meet the requirements of the NCTIR programme.

Approximately 2.64ha has been allocated for outdoor storage within the structures area. The materials stored on site vary depending on the construction programme but can include:

- 20m long bridge beams
- Steel beams, casings and moulds
- Sea wall facing blocks (approximately 270 at any one time)
- Sea wall capping blocks (approximately 430 at any one time)

Materials are stacked to maximise storage space and access lanes are provided for collection of materials and truck manoeuvring within the yard. Containers are provided for the secure storage of small plant such as jacks, slings and shackles.



FIGURE 1: AERIAL PHOTO OF EXTENDED SITE

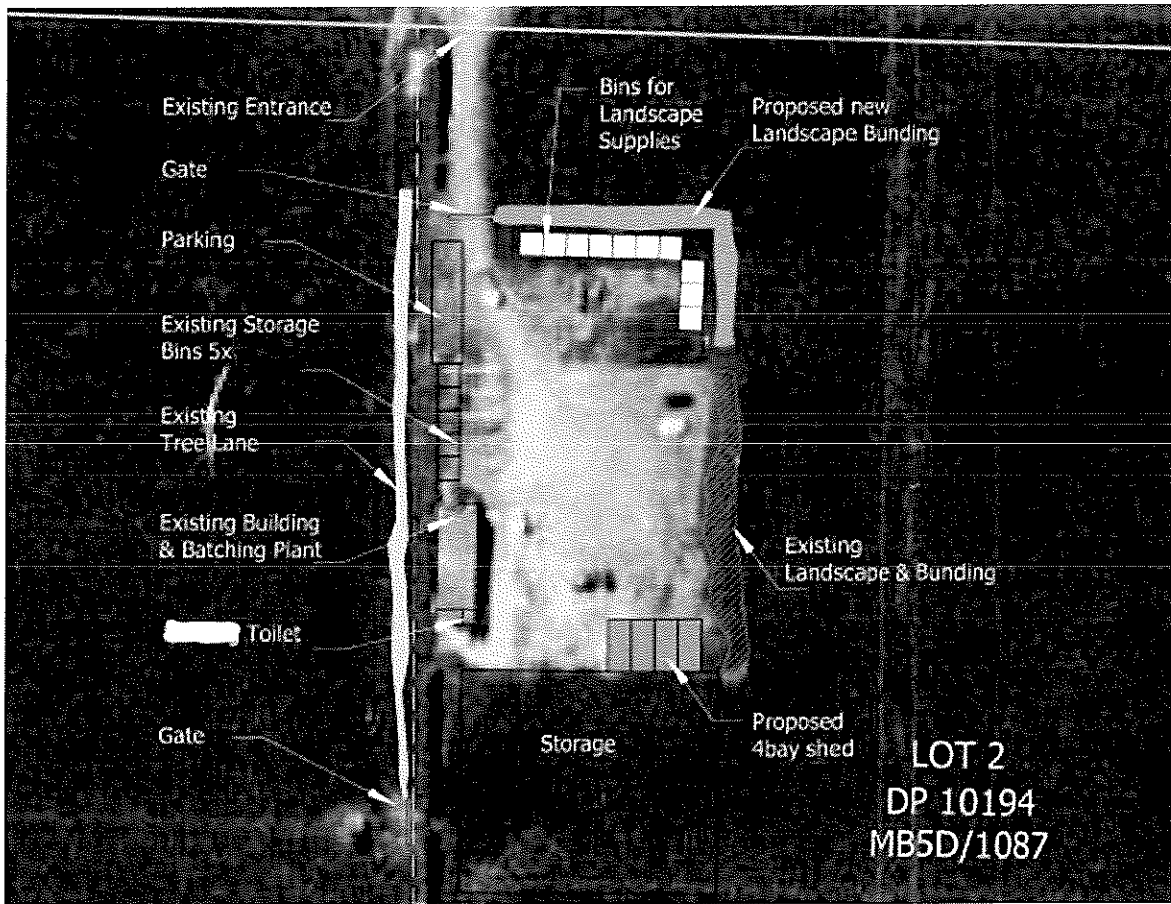


FIGURE 2: 2008 SITE LAYOUT

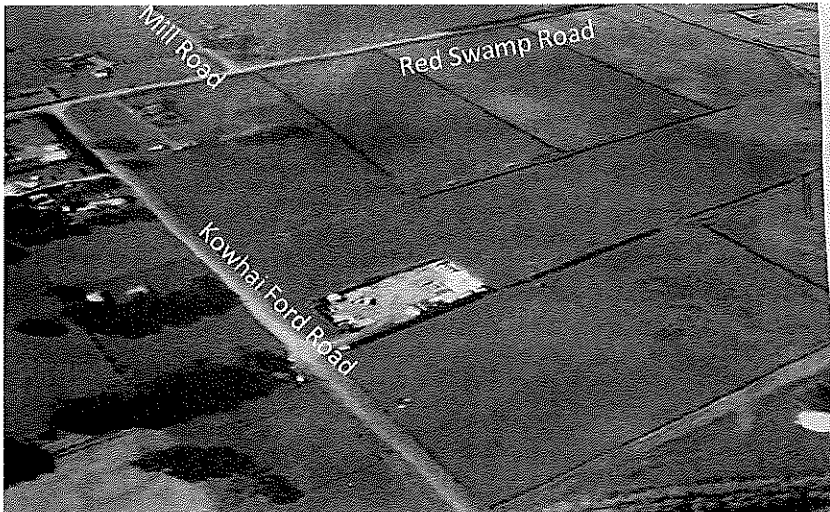


FIGURE 3: AERIAL PHOTO SHOWING SITE LOCATION

The proposal involves the following:

1. Extension into the adjacent site comprising:
  - a. storage area,
  - b. machinery storage area,
  - c. landscape bunding, include eastern boundaries
  - d. increased truck manoeuvring area,
  - e. staff parking,
  - f. cement and shingle storage,
  - g. general storage,
  - h. pre-cast construction area,
  - i. future landscape
  
2. Increased vehicle movements comprising:
  - j. concrete trucks for product supply,
  - k. Increased supply trucks for shingle and cement,
  - l. Increased workers on site,
  - m. transport of pre-cast products.

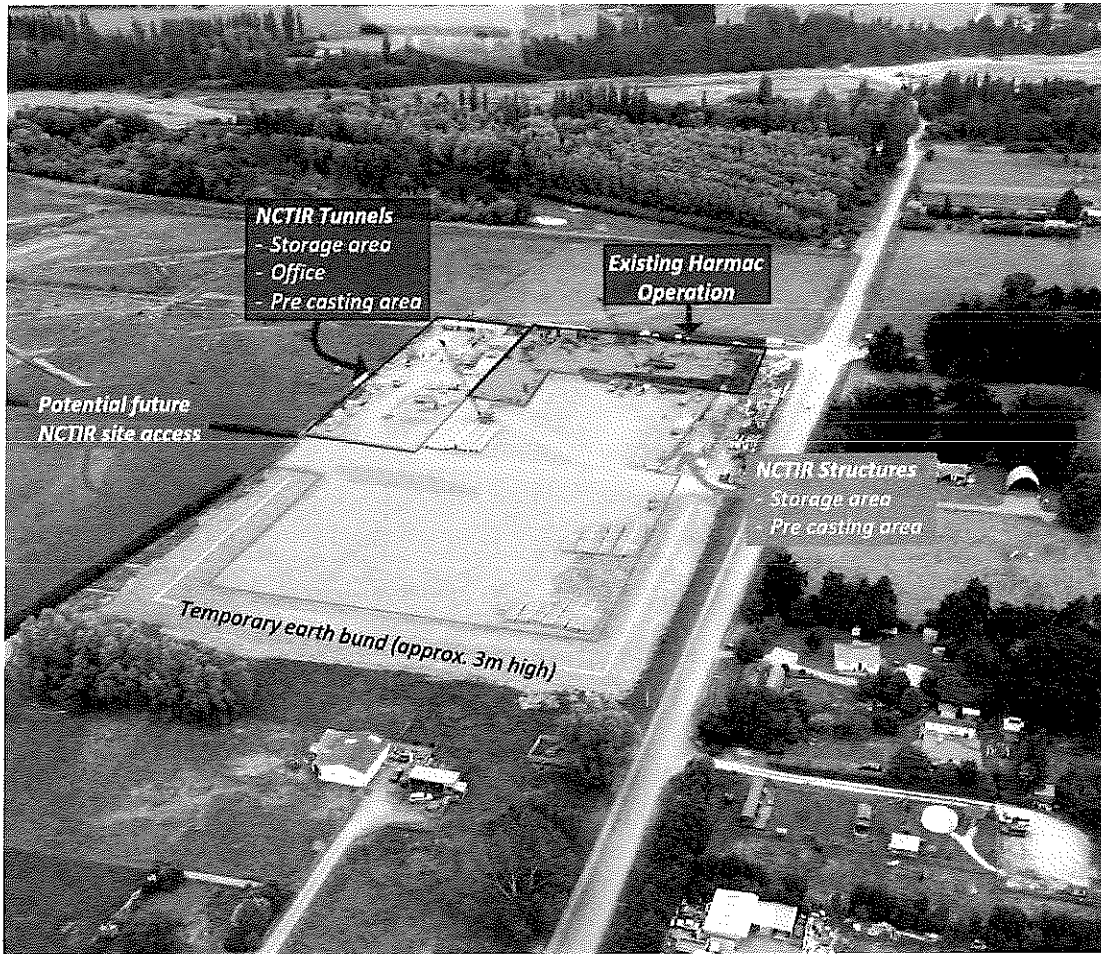


FIGURE 4: YARD LAYOUT – INDICATIVE AREAS

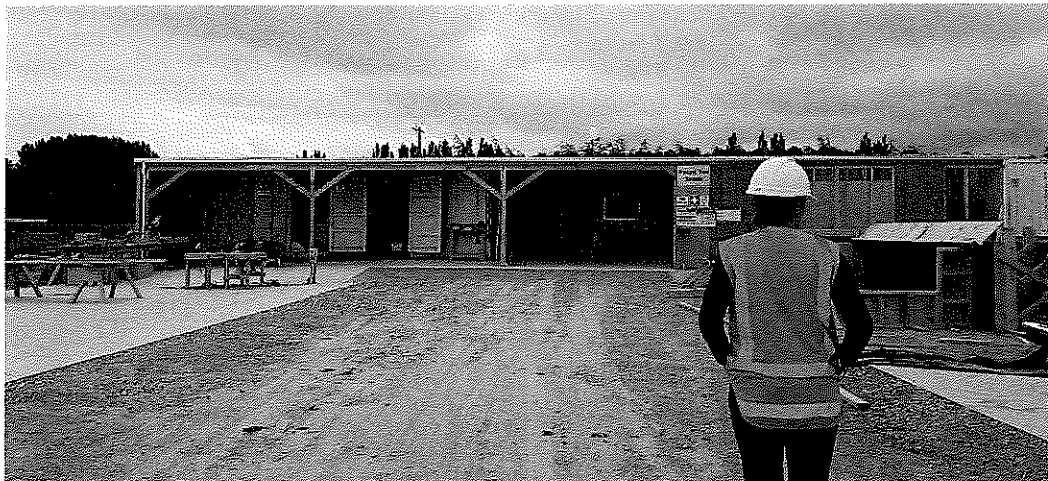


FIGURE 5: TUNNELS AREA OFFICE

While significant progress has been achieved on the restoration works in December 2018, the site will be needed to support ongoing NCTIR works through until the end of 2019. It is anticipated that the scale of activities will gradually decrease through this time. A maximum of 35 people will be working within the NCTIR site each day.

#### HOURS OF OPERATION

Hours of operation for the yard have been increased as per the demand for the road rebuild. The operational hours are now 5am-7pm. This is to meet the demand of the road rebuild and the operational constraints of rebuilding State Highway One. Operational constraints include high tide, vehicle movements on the Highway both public and construction, weather and the construction program. Night works may be required up to five days per month for the hours of 6pm-6am.

The storage of shingle and cement is in an area previously expanded to be used for the storage of landscape supplies. Sale of landscape supplies has now been replaced by product storage.

#### PARKING AND VEHICLE MOVEMENTS

Consent 08052 allowed for 140 vehicle movements per day on the site at peak as defined under the District Plan. A breakdown in vehicle movements is shown below.

The new parking, storage and operational areas will be formed in a permanent surface, finished in coarse gravel to mitigate dust nuisance. Carparks are not proposed to be marked. There is sufficient room to ensure all parking and loading areas comply with the District Plan design standards. The applicant stores all machinery and vehicles on site for security.

The site fronts onto Kowhai Ford Road. Kowhai Ford Road is a sealed two-lane local road which intersects with Red Swamp Road approximately 360m to the east of the Harmac operation. Red Swamp Road is a collector road. Kowhai Ford Road fords the Kowhai River approximately 700m to the west before intersecting with the Inland Kaikoura Road. Currently, NCTIR vehicles access the site from two locations on Kowhai Ford Road. One access is the existing Harmac entrance with a secondary access approximately halfway along the property's road boundary.

A parking area is provided between the Harmac operation and the tunnels area. This accommodates all light vehicles parking within the site. Access lanes are provided between stored materials so heavy vehicles can safely manoeuvre when dropping off and collecting goods for the restoration of SH1 and the Main North Rail Line. Informal parking is also available throughout the storage areas.

The existing concrete batching plant will be retained and a second batching unit called a pug mill may be brought in temporarily. The pug mill is quieter than the existing batching unit, but will be used in addition to the existing unit. It is a high capacity unit, so would increase production by another 120 trucks per day. The pug mill would have a limited duration on site to meet demand of the road rebuild.

During operating hours there will be light and heavy vehicle movements associated with staff movements and the delivery and collection of stored materials.

The estimated daily vehicle trips are as follows:

**TABLE 1: VEHICLE MOVEMENTS**

Vehicle	Number	Vehicle Movements*	Total
Concrete Trucks	10 trucks	6 VPD at 3 loads/day each	300
Concrete Staff – 10 drivers, site staff and managers	14 workers	2 VPD	28
Shingle and cement supplies per day	6 trucks	Shingle 6 VPD at 5 loads/day Cement 6 VPD at 2 loads/day	42
Pre-cast operations	60 trucks	6 VPD	360
	35 light vehicles	2 VPD	70
Pre-cast workers	8 workers in one van plus management	2 VPD	4
Potential 2 <sup>nd</sup> batching unit	10 trucks	6 VPD at 2 loads/day each	120
<b>Total</b>			<b>924</b>

\*Vehicle Movements per Day (VPD) means one single car trip to or from a site. Equivalent car movements are as follows:

- 1 car to and from a site = 2 VPD
- 1 truck to and from a site = 6 VPD
- 1 truck and trailer to and from a site = 10 VPD
- a single residential unit generates 10 VPD

<b>Estimated number of vehicle trips (note this is based on actual trips not vehicle movements as defined in the Kaikoura District Plan)</b>		
<b>Light Vehicles</b>	Day Shift	Night Shift (up to 10 days per month)



	- 35 contractor vehicle trips (35 incoming between 6.00am and 7.30am and 35 outgoing between 4.00pm and 6.00pm);	- 20 contractor vehicle trips (10 incoming and 10 outgoing between 6.00pm and 6.00am)
<b>Heavy Vehicles</b>	<p>Day Shift</p> <p>- 60 truck and trailer vehicle trips (5 incoming truck and trailers and 5 outgoing truck and trailers per hour between 6.00am and 6.00pm)</p>	<p>Night Shift (up to 10 days per month)</p> <p>- 60 truck and trailer vehicle trips (5 incoming truck and trailers and 5 outgoing truck and trailers per hour between 6.00pm and 6.00am)</p>

These estimates are based on the assumption that there will be an average of 25 people working within the site that will travel in individual work vehicles each day. As noted previously the scale of activity, and consequently the associated vehicle movements, are expected to reduce over time.

Note these are maximum vehicle movements on days where there is maximum production, most days are much less. Some days there is nothing especially as work will decrease. Following the pattern of the Christchurch rebuild demand, work decreased after the initial rebuild was completed Year 2-3.

DISTRICT PLAN ASSESSMENT  
Kaikoura District Plan

Zoning: Rural

Overlays / features: Flood Hazard Area 3a

**TABLE 2: PROPOSED PLAN — RELEVANT RULES**

Rule	Conditions	Proposal	Activity Status
12.8.1 Parking and Loading	<ul style="list-style-type: none"> <li>a minimum number of parking spaces to be provided at all times</li> <li>Design of Parking Spaces</li> </ul>	Complies	Permitted

Table 12.8.1 Parking Requirements	Industrial activities: 1 space per 50m <sup>2</sup> Gross Floor Area plus 1 space per 100m <sup>2</sup> outdoor storage space	Complies – Outdoor Storage space increased. Parking provided for increased staff and vehicles	Permitted
12-8.4 High traffic generating activities	Previously consented to 140 VPD	Estimated up to 924 VPD	Restricted Discretionary
22.7 Industrial / Commercial Activity	a. Industrial Activities b. Commercial Activities, except where listed as a permitted activity	Industrial Activity means the use of land and buildings for the primary purpose of manufacturing, fabricating, processing, packing, or associated storage of goods.	Discretion is not restricted to any particular matter. The performance standards in 22.8 will be used as a guide when assessing applications for unrestricted discretionary activities.
22.8.2 Noise	Noise limits apply, measured at "any point within any other site in the Rural Zone"	Noise standards are not complied with	Restricted Discretionary

*OVERALL STATUS OF ACTIVITY: DISCRETIONARY*

## ACTUAL AND POTENTIAL EFFECTS ON THE ENVIRONMENT

12.8.4 High Traffic Generating Activities Any high traffic generating activity (i.e. an activity which generates more than 100 vehicle movements per day) is a Restricted Discretionary activity with Council's discretion restricted to the following matters: i. effects on traffic, pedestrian and cyclist safety ii. effects of vehicle movements on amenity values of any residential units iii. effects of vehicle movements on any surrounding land uses iv. efficiency of roads and state highways

#### EXISTING EFFECT OF THE ACTIVITY

The application for retrospective consent to vary and extend the existing concrete batching plant and landscape supply business. As an existing consent is held, this consent now forms part of the existing environment. Thus, the effects of the existing consented operation cannot be considered. On that basis, the following assessment of effects will list effects from the extended operation only.

#### VISUAL AND LANDSCAPE

Visual effects have increased due to the extension of the site. The effects of the existing activity are mitigated by landscape bunding along the road frontage, the eastern and on the northern site boundary. The existing bunding is a condition of the 2008 consent. The existing landscape bund has been extended so the entire area will be screened by landscaping. The applicants propose to replicate the existing consent conditions on the extended application area, which would ensure visual and amenity effects are mitigated.

There is a change in the landscape character of the area from arable grazing to industrial use of the site. The Kaikoura District Plan (the Plan) specifically recognises protection of rural character and it is a matter outlined in the Objectives and Policies in Section 22 of the Plan. The desire to maintain open space rural character must be tempered by the fact that a previous consent has been granted which recognises this location as appropriate for the existing consented activities.

The consented activities form part of the existing environment, so there is a degree of effect from expansion of the yard that needs to be weighed against that which is already permitted. In addition, the expansion of the yard has occurred in response to the rebuild of national infrastructure following an extraordinary event. The question for rural amenity becomes one of the visual and landscape effect of removing an existing rural open space and creating a bunded yard. Will the bund have an impact on the environment which is more than minor.

Earthworks and Bunding is a permitted activity in the Rural Zone, in that it is not considered in Table 22.7 and thus becomes permitted. A bund could be formed as of right in conjunction with permitted farming activities.

The effects of a proposed bund are within the common law baseline could not be taken into account - the decision-maker has no discretion about that. But the statutory permitted baseline is discretionary as a bund could be formed as of right. Examples of permitted earthworks include stopbanks, holding ponds and shelter areas. In addition building platforms can be formed without earthworks consents. Therefore, the effects of the bund should not be taken into account when forming an opinion under Section 95 D and E and section 104C of the Act. The assessment should be limited by activities that are not permitted, i.e the industrial use of the land

No new buildings are proposed as part of this application.

The site results in the consolidation of resources at an existing industrial site, rather than locating activities piecemeal around the District. The site has consented industrial activities forming part of the existing environment. The activities are near the existing Downers EDI yard, and are located in an area that is already subject to activities and truck movements from gravel extraction in the Kowhai River, road maintenance, pest control, existing concrete plant activities and landscape supply. These activities form part of the existing environment and must be considered:

Section 2 of the Act states that environment includes—

- (a) ecosystems and their constituent parts, including people and communities; and
- (b) all natural and physical resources; and
- (c) amenity values; and
- (d) the social, economic, aesthetic, and cultural conditions which affect the matters stated in paragraphs (a) to (c) or which are affected by those matters

#### TRAFFIC

The existing consent allows for 140 VPD. The calculation above shows an increase to 924 VPD. This is an increase in intensity from the current consent. The affects of increased traffic is expected to affect the properties at the corner of Red Swamp and Kowhai Ford Roads.

The wider district roading network is experiencing increased truck movements from the road rebuild effort. The impact of this activity is considered to be easily absorbed into the existing roading network. The NCTIR heavy vehicle route has been planned to restrict heavy vehicle associated with the rebuild works to the district collector roads. This is to promote road safety and protect local users. The drivers will adhere to the NCTIR alliance guideline.

#### HERITAGE AND CULTURAL

The District Plan does not identify any archaeological features on the site. Site earthworks will be restricted to scraping 100 to 200mm topsoil and replacing with gravel for the parking and operational areas.

The Proposed Kaikoura District Plan's Site Management Protocol and Accidental Discovery Protocol, and the Heritage New Zealand provisions have been followed for the recent earthworks. Contractors were made aware of these provisions prior to commencing earthworks.

#### SERVICING

Water is obtained from a neighbouring private farm supply. This will remain unaltered apart from a small extension to supply water to the office kitchen facilities and toilet. The discharge from the ablution and staff kitchen facilities is considered a permitted activity see CRC092791.

The discharge of wash water and stormwater is covered under CRC137024.

#### EXISTING CONSENTS FROM OTHER AUTHORITIES

##### Consented Activities - Discharge to Land: CRC092791

Consent No CRC092791  
Consent Type Permitted Activity (s15)  
Consent Status Issued - Inactive  
Permit Type RMA Authorisation  
Feature Type Human Effluent  
RMA Section s15(1)(b) Discharge to Land  
Activity Text Discharge Contaminant into Land to Water  
Holder Name Harmac Concrete Limited  
EC Number EC251800  
Location Kowhai Ford Road, KAIKOURA  
From Date 1/12/2009, 1:00 PM

##### Consented Activities - Discharge to Land: CRC137024

Consent No CRC137024  
Consent Type Discharge Permit (s15)  
Feature Type Stormwater Industrial  
RMA Section s15(1)(b) Discharge to Land  
Activity Text Discharge Contaminant into Land to Water  
File No CRC137024  
Holder Name Bernard Charles Harmon  
EC Number EC165084  
Location Kowhai Ford Road, Kaikoura

#### NATURAL HAZARDS

The site is located within the flood hazard 3a area. This is described as a low flood hazard area. No resource consent is required under the Hazard provisions, since the District Plan rules only control habitable buildings, residential units and camping grounds. No buildings will be habitable. The activity is considered a responsible use of flood hazard land.

#### NOISE

The existing consented activity has some degree of noise associated with the operation. The activity is bundled and located away from the adjacent dwellings. The extended hours of operation will exceed that currently allowed in the District Plan noise provisions in addition truck movements will be during night hours to allow concrete to be delivered when traffic is lighter on State Highway One. Noise from the (existing) concrete plant is not dissimilar to anticipated rural activities, such as gravel extraction in the river, milking shed, machinery maintenance, or silage and hay making. This may impact neighbouring residential and commercial visitor accommodation activities.

Night noise will be limited to the concrete batching plant and vehicle movements. Noise from loading / unloading of gravel and cement supplies will occur during the day. This noise will be low level and intermittent.

Finally, the extended landscape bund will provide a solid and effective noise barrier. With most noise generated at or below the level of the bund, noise at neighbouring sites will be substantially reduced.

#### POSITIVE EFFECTS

The Resource Management Act(RMA) meaning of "effect" (section 3) includes any positive effect as well as any adverse effect. Under section 104 (1)(ab) of the RMA, an assessment of a resource consent must, by statute, include an assessment of any measure proposed or agreed to by the applicant for the purpose 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.

This proposal will provide the following positive effects:

- Consolidation of resources at an existing industrial site, rather than locating activities piecemeal around the District.
- Additional employment and economic development.
- Servicing the Kaikoura commercial and residential rebuild.
- Servicing the State Highway rebuild.
- Adding to the economic prosperity of the District.
- Carbon capture and some ecological benefits from the additional landscape plantings.

#### SECTION 104 OTHER MATTERS

Section 104 of the Resource Management Act requires consideration of various documents, and "any other matter the consent authority considers relevant and reasonably necessary to determine the application".

Kaikoura has an Iwi Environmental Management Plan which sets out the Iwi perspective on resource management within the district — "Te Poha o Tohu Raumati" — Te Runanga o Kaikoura Environment Management Plan ("EMP"). Although the site has no identified cultural areas, the accidental discovery protocol was followed during the site works. Policies from Te Poha o Tohu Raumati:

##### 3.4.2 Land use consents and building permits

2. All land use (to erect a dwelling) consent applications in the Kaikōura area are subject to those guidelines outlined in the Te Rūnanga o Kaikōura Management Guidelines for

Wāhi Tapu and Wāhi Taonga, as per Section 3.7. This includes provisions for site visits, cultural impact assessments and pre-resource consent archaeological assessments.

3. To encourage the use and implementation of Heritage Alert Layers, on planning maps and building permit document (LIMs and PIMs), as a predictive modelling tool to assist local authorities to identify areas of known archaeological sensitivity and manage archaeological heritage.

No items of interest are shown on Ka Huru Manu

#### 3.4.3 Business growth and development

1. To encourage appropriate business growth and development, that enhances the natural and cultural values of the Kaikōura area.

2. To protect the natural and cultural landscape from inappropriate business growth and development.

3. All applications relating to new business developments in the Kaikōura area are subject to those policies outlined in the Te Rūnanga o Kaikōura Management Guidelines for Wāhi Tapu and Wāhi Taonga, as per Section 3.7. This includes provisions for site visits, cultural impact assessments and pre-resource consent archaeological assessments.

4. To require that new business developments ensure that appropriate sewage and stormwater systems are in place.

5. To ensure that the scale and siting of any development (building height, density, etc) does not unreasonably detract from the natural landscape and character of the Kaikōura area.

6. Any new business development in the Kaikōura area that is considered to have high visual impacts on the natural or cultural landscape may be required to provide opportunities, and resourcing, to work with Te Rūnanga o Kaikōura to discuss and agree on appropriate design for the proposed development in relation to protecting the natural and cultural landscape.

7. To reflect and protect the landscape values of Kaikōura, indigenous plants (e.g. tī kōuka, harakeke) should be included in any large development proposals, such as shopping centres or restaurants.

8. To support and encourage the use of indigenous species to offset and mitigate negative impacts of development activities. Activities that may have high visual impacts on the natural or cultural landscape may be required to use suitable screening devices, such as indigenous plant species and other materials.

The site was extended in response to the demand for the rebuild of State Highway One. This did not allow the opportunity for pre-consent discussion or cultural monitoring. The site will be banded and planted with native species. This is an improvement of the indigenous species that did dominate the site. Given the modified nature of the site in terms of stop banks, farming and roading, no earthworks occurred that would have disturbed new land area.

## AFFECTED PARTIES AND CONSULTATION

### 95E Consent authority decides if person is affected person

(1) For the purpose of giving limited notification of an application for a resource consent for an activity to a person under section 95B(4) and (9) (as applicable), a person is an affected person if the consent authority decides that the activity's adverse effects on the person are minor or more than minor.

Te Runanga o Kaikoura are not considered an affected party. However, they were provided a draft copy of the application and their comments invited.

### Notification under Section 95A

#### Section 95A: Public notification of consent applications

##### Step 1: mandatory public notification in certain circumstances

No matters apply

(3) (a) the applicant has not requested notification,

(b) public notification is not required under section 95C:

(c) the application is not made jointly with an application to exchange recreation reserve land under section 15AA of the Reserves Act 1977.

##### Step 2: if not required by step 1, public notification precluded in certain circumstances

(4) No matters apply

(5) No matters apply

The criteria for step 2 are as follows:

(a) no 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) a restricted discretionary or discretionary activity, but only if the activity is a subdivision of land or a residential activity:

(iii) a restricted discretionary, discretionary, or non-complying activity, but only if the activity is a boundary activity:

(iv) a prescribed activity (see section 360H(1)(a)(i)).

(6) Does not apply



Step 3: if not precluded by step 2, public notification required in certain circumstances

(7) Determine whether the application meets either of the criteria set out in subsection (8) and,—

(a) Does not meet subsection (8) criteria

(b) if the answer is no, go to step 4.

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

(a) the application is not for a resource consent for 1 or more activities, and any of those activities is subject to a rule or national environmental standard that requires public notification:

(b) the applicant submits, that the activity will not have nor is likely to have adverse effects on the environment that are more than minor.

Step 4: public notification in special circumstances

(9) no 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.

It is considered that limited notification to the owners of Wacky Stays is required.

All others neighbours consents will form part of this application.

#### SUMMARY

6.1 This proposal is to renew a resource consent for an existing activity involving the operation of a concrete batching plant on Kowhai Ford Rd.

6.2 The concrete plant has operated on the current site, under resource consent until the Hurunui Kaikoura Earthquake Event on 14 November 2016.

6.3 The proposed activity will not have any significant adverse effects on the environment.

Appendix A

Certificate of Title

# APPLICATION FOR RESOURCE CONSENT

PURSUANT TO SECTION 88 OF THE RESOURCE  
MANAGEMENT ACT 1991

HARMAC CONCRETE LTD

KOWHAI FORD ROAD

KAIKOURA

**APPLICATION FOR RESOURCE CONSENT**

**PURSUANT TO SECTION 88 OF THE RESOURCE MANAGEMENT ACT 1991**

**Form 5**

To:

Kaikoura District Council  
PO Box 6  
Kaikoura

APPLICANT:

Harmac Concrete Ltd

ADDRESS FOR SERVICE:

Rachel Vaughan  
Smart Pathways  
850a State Highway One  
Kaikoura  
Phone: 0274550346  
Email: rachel@smartpathways.co.nz

SITE DETAILS:

Kowhai Ford Rd, Kaikoura  
Lot 2 DP 10194  
Valuation 21070 18200

TYPE OF RESOURCE CONSENT

Land use consent

DESCRIPTION OF THE ACTIVITY

Variation and extension to an existing consent to allow for the increased activity associated with the road rebuild after the Hurunui Kaikoura 14 November 2016 Earthquake series. The variation to the consent is retrospective. The variation includes increased truck movements, a larger operations area, and a pre-cast construction concrete area.

The existing consent number 08052 is for the concrete batching plant and operation of a landscape supply depot. Full details of the proposal are set out in this application and the plans attached.

EFFECTS ON THE ENVIRONMENT

Effects on the environment will be increased due to the proposal with a full description of potential effects outlined in this application.

ADDITIONAL RESOURCE CONSENTS

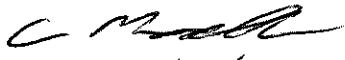
Environment Canterbury resource consents are held for discharge of wash water and water supply. Staff ablution wastewater is now a permitted activity.

OTHER INFORMATION

Other relevant information is included within the application, the annexures and the appendices. This information comprises:

Appendix A: Certificate of Title

Signed by the applicant

  
10/10/18

## ASSESSMENT OF EFFECTS ON THE ENVIRONMENT

### BACKGROUND

Resource consent 08052 was granted on 2 September 2008 to make the concrete batching plant on the application site a permanent operation. The consent was subject to a number of conditions, including a limit on the extent of the operation, hours of operation and landscaping conditions.

The site has been subject to extension since the Hurunui Kaikoura Earthquake series on 14<sup>th</sup> November 2016. This was in response to the rebuild of State Highway One and environs. Harmac Concrete Limited have structural certified concrete which is necessary for the Highway rebuild. It is envisaged in the coming year, an increased demand from the residential and commercial earthquake rebuild, as well as infrastructure rebuild in the District.

In addition to certified concrete, Harmac Concrete Limited supplies, from the Kowhai Ford site:

- Porous concrete (no fines) necessary for the sea wall structures along State Highway One,
- Pre-cast concrete structures,
- A storage area for pre-cast concrete structures,
- Non-structural concrete,
- Shingle and cement storage.

The increase in activity has resulted in

- Increased product and machinery storage infrastructure,
- Increased concrete trucks for product supply,
- Increased supply trucks for shingle and cement,
- Increased workers on site,
- Extension into the adjacent site,
- Increased vehicle movements for workers, supply trucks, concrete trucks and transport of pre-cast products.

The applicant is therefore in a position of having to vary and extend the scope of their existing consent to account for the supply of product to the rebuild of Kaikoura, principally State Highway One and also the residential and commercial rebuild.

### DESCRIPTION OF THE PROPOSAL

Prior to the 14<sup>th</sup> November 2016 earthquakes, the existing activity at the site involved a concrete batching plant and the storage of aggregate on site. Traffic movements typically involve concrete mixers and a few staff vehicles. Water is sourced from a nearby farm supply, and the vehicle entrance has been upgraded in accordance with the conditions of the existing resource consent.

Discharge of wastewater from the staff facilities is a permitted activity. Discharge of wash water has an existing consent.

The proposal is to continue the existing concrete batching operation, but on an increased scale to assist the post-earthquake rebuild of the State Highway and Kaikoura. Prior to the earthquake series, the current operation covered an area of approximately 7,000m<sup>2</sup>. The extended site area will occupy an area of 35,000 m<sup>2</sup>. See aerial photo in Figure 1 below. Figure 3 shows the location of the relative to adjacent roads.

Within the extended site area, the NCTIR enabling works yard covers an area of approximately 3ha adjacent to the existing Harmac operation. The yard is used for storage, laydown and materials fabrication by the tunnels and structures teams within the NCTIR programme. An approximately 3m high topsoil bund has been constructed around the perimeter of the yard. An aerial photo showing the site is included in Figure 4 below.

The NCTIR tunnels area is an approximately 3,060m<sup>2</sup> rectangle (25.5m wide and 120m in length). It is located on the southern property boundary adjacent to the existing Harmac operation. The area includes office and staff amenities, pre-casting facilities and materials storage. Figure 2  
Tunnels area office

The office was established for temporary use by the NCTIR tunnels team. Seven shipping containers have been grouped on the south western boundary to create a 220m<sup>2</sup> office for the tunnels area. The staff amenities include toilet facilities, showers, basic kitchen facilities and office space. The containers have been covered to create a central area for staff to congregate as shown in Figure 4 below.

The pre-casting facilities consist of four concrete slabs with a combined area of approximately 550m<sup>2</sup>. Pre-casting involves casting concrete in a reusable mould to form structures required for the restoration of the MNL. The structures are then cured in a controlled environment before being transported to the works site and lifted into place. The frequency of pre-casting will vary to meet the requirements of the NCTIR programme.

The tunnels area contains approximately 1,050m<sup>2</sup> of outdoor storage. Of this, 600m<sup>2</sup> is for the storage of structures pre-cast onsite. The additional 450m<sup>2</sup> is for general storage of materials.

Hazardous substances are stored in two purpose-built secure containers, each equipped with 2,400 Litres of bunding. The materials' classes are a range of A,B,C,D,E all of which are stored in accordance with the SDS guidelines and bunding capacity. The DG Stores are managed by suitably qualified personnel, with constant checks and periodic counts made.

The structures area is approximately 2.69ha in size and is located to the east of the Harmac operation. The area is largely used for storage with some onsite pre-casting and fabrication.

The structures pre-casting facility is approximately 550m<sup>2</sup>. It is predominantly used for the casting of road barriers. The frequency of pre-casting varies to meet the requirements of the NCTIR programme.

Approximately 2.64ha has been allocated for outdoor storage within the structures area. The materials stored on site vary depending on the construction programme but can include:

- 20m long bridge beams
- Steel beams, casings and moulds
- Sea wall facing blocks (approximately 270 at any one time)
- Sea wall capping blocks (approximately 430 at any one time)

Materials are stacked to maximise storage space and access lanes are provided for collection of materials and truck manoeuvring within the yard. Containers are provided for the secure storage of small plant such as jacks, slings and shackles.



FIGURE 1: AERIAL PHOTO OF EXTENDED SITE



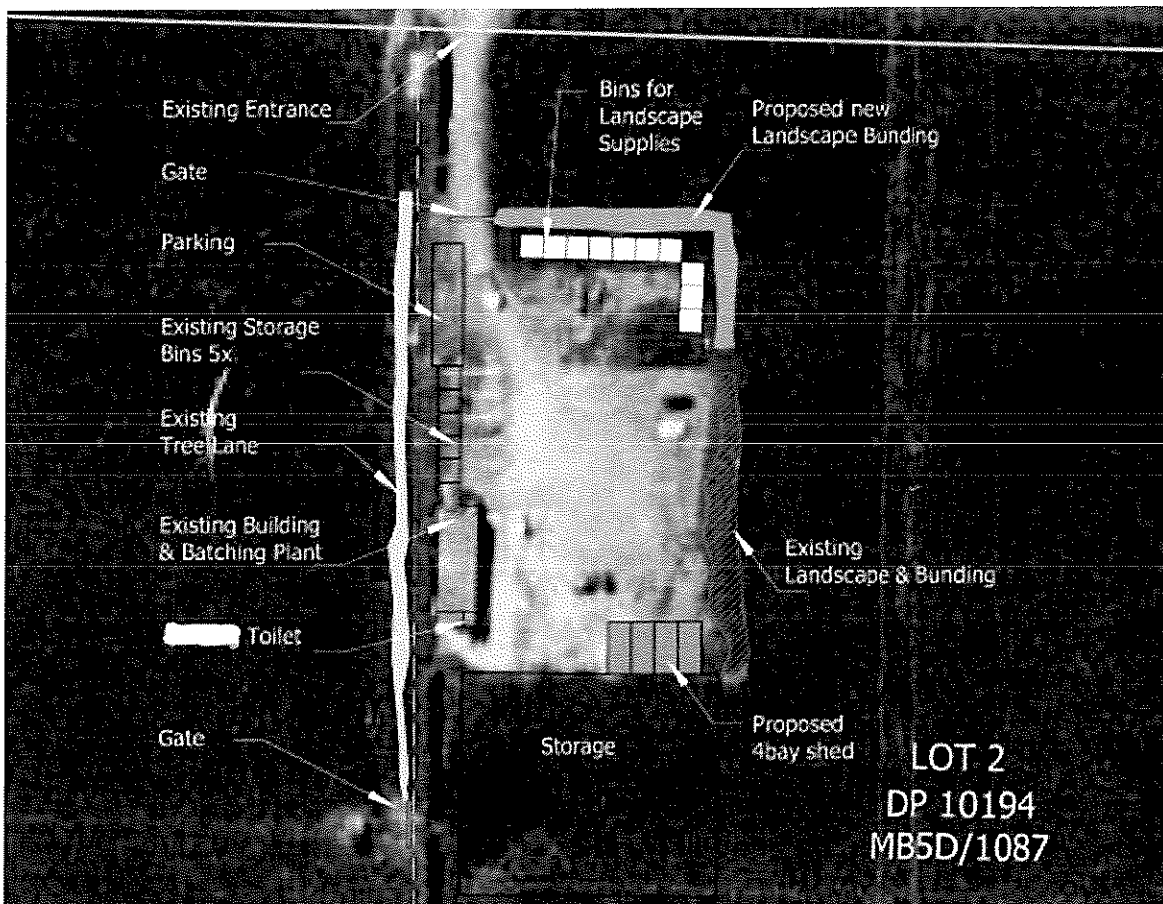


FIGURE 2: 2008 SITE LAYOUT

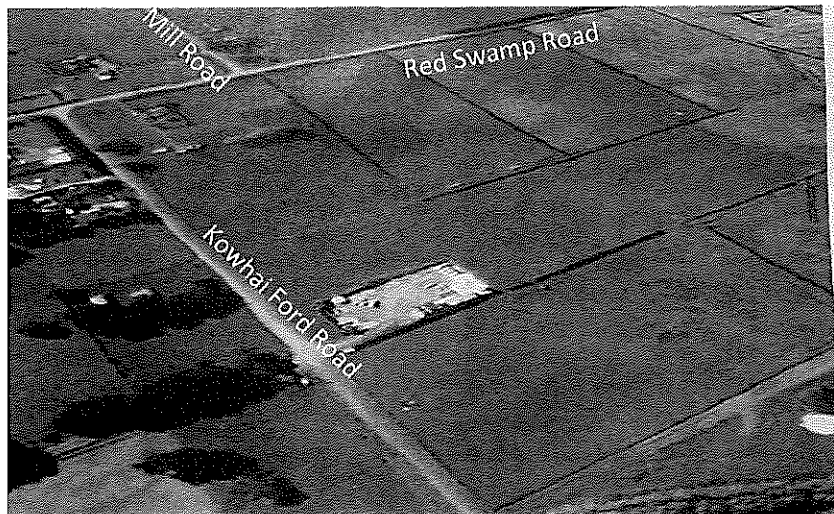


FIGURE 3: AERIAL PHOTO SHOWING SITE LOCATION

The proposal involves the following:

1. Extension into the adjacent site comprising:
  - a. storage area,
  - b. machinery storage area,
  - c. landscape bunding, include eastern boundaries
  - d. increased truck manoeuvring area,
  - e. staff parking,
  - f. cement and shingle storage,
  - g. general storage,
  - h. pre-cast construction area,
  - i. future landscape
  
2. Increased vehicle movements comprising:
  - j. concrete trucks for product supply,
  - k. Increased supply trucks for shingle and cement,
  - l. Increased workers on site,
  - m. transport of pre-cast products.

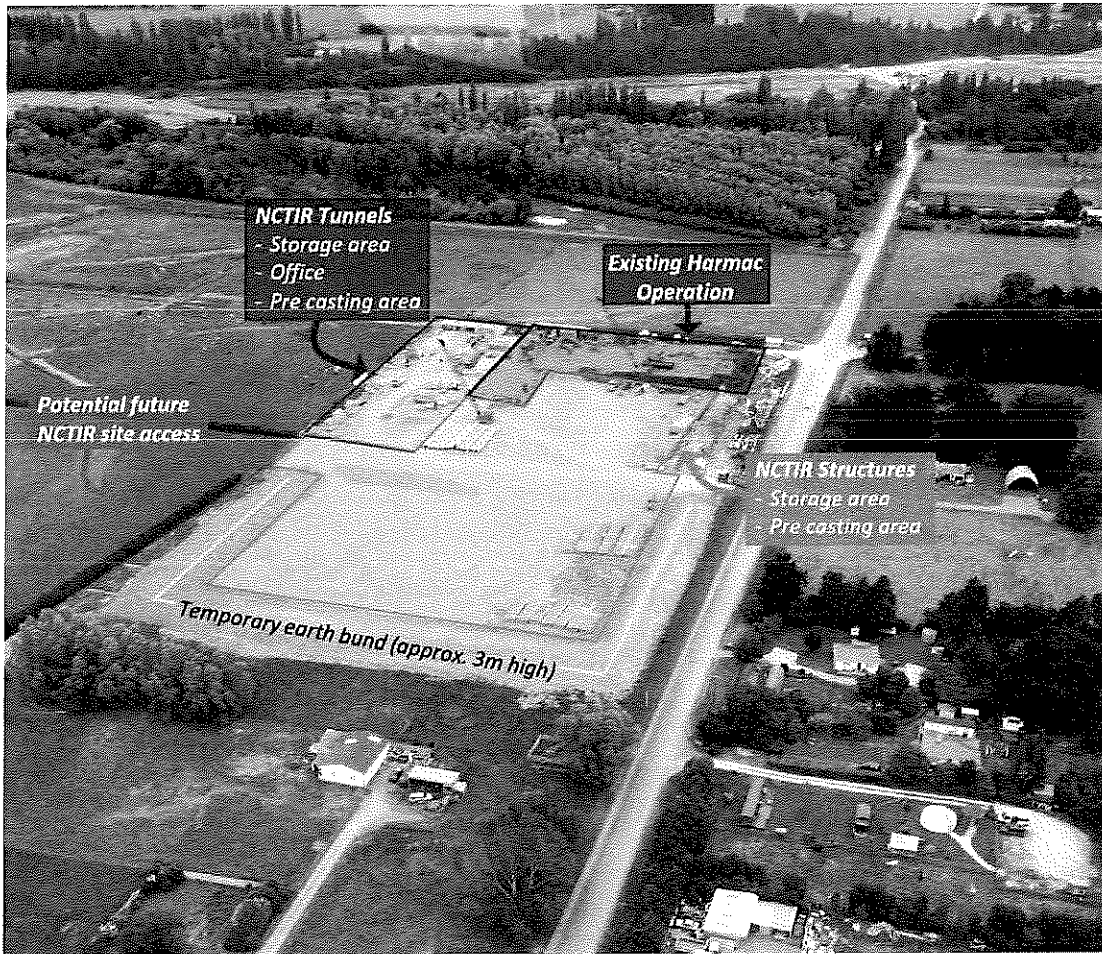


FIGURE 4: YARD LAYOUT – INDICATIVE AREAS

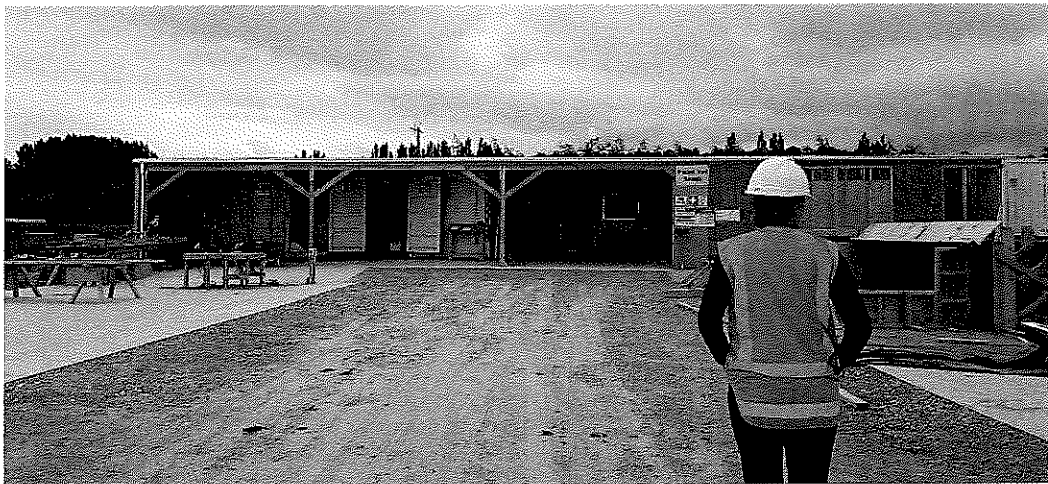


FIGURE 5: TUNNELS AREA OFFICE

While significant progress has been achieved on the restoration works in December 2018, the site will be needed to support ongoing NCTIR works through until the end of 2019. It is anticipated that the scale of activities will gradually decrease through this time. A maximum of 35 people will be working within the NCTIR site each day.

#### HOURS OF OPERATION

Hours of operation for the yard have been increased as per the demand for the road rebuild. The operational hours are now 5am-7pm. This is to meet the demand of the road rebuild and the operational constraints of rebuilding State Highway One. Operational constraints include high tide, vehicle movements on the Highway both public and construction, weather and the construction program. Night works may be required up to five days per month for the hours of 6pm-6am.

The storage of shingle and cement is in an area previously expanded to be used for the storage of landscape supplies. Sale of landscape supplies has now been replaced by product storage.

#### PARKING AND VEHICLE MOVEMENTS

Consent 08052 allowed for 140 vehicle movements per day on the site at peak as defined under the District Plan. A breakdown in vehicle movements is shown below.

The new parking, storage and operational areas will be formed in a permanent surface, finished in coarse gravel to mitigate dust nuisance. Carparks are not proposed to be marked. There is sufficient room to ensure all parking and loading areas comply with the District Plan design standards. The applicant stores all machinery and vehicles on site for security.

The site fronts onto Kowhai Ford Road. Kowhai Ford Road is a sealed two-lane local road which intersects with Red Swamp Road approximately 360m to the east of the Harmac operation. Red Swamp Road is a collector road. Kowhai Ford Road fords the Kowhai River approximately 700m to the west before intersecting with the Inland Kaikoura Road. Currently, NCTIR vehicles access the site from two locations on Kowhai Ford Road. One access is the existing Harmac entrance with a secondary access approximately halfway along the property's road boundary.

A parking area is provided between the Harmac operation and the tunnels area. This accommodates all light vehicles parking within the site. Access lanes are provided between stored materials so heavy vehicles can safely manoeuvre when dropping off and collecting goods for the restoration of SH1 and the Main North Rail Line. Informal parking is also available throughout the storage areas.

The existing concrete batching plant will be retained and a second batching unit called a pug mill may be brought in temporarily. The pug mill is quieter than the existing batching unit, but will be used in addition to the existing unit. It is a high capacity unit, so would increase production by another 120 trucks per day. The pug mill would have a limited duration on site to meet demand of the road rebuild.

During operating hours there will be light and heavy vehicle movements associated with staff movements and the delivery and collection of stored materials.

The estimated daily vehicle trips are as follows:

TABLE 1: VEHICLE MOVEMENTS

Vehicle	Number	Vehicle Movements*	Total
Concrete Trucks	10 trucks	6 VPD at 3 loads/day each	300
Concrete Staff – 10 drivers, site staff and managers	14 workers	2 VPD	28
Shingle and cement supplies per day	6 trucks	Shingle 6 VPD at 5 loads/day Cement 6 VPD at 2 loads/day	42
Pre-cast operations	60 trucks	6 VPD	360
	35 light vehicles	2 VPD	70
Pre-cast workers	8 workers in one van plus management	2 VPD	4
Potential 2 <sup>nd</sup> batching unit	10 trucks	6 VPD at 2 loads/day each	120
<b>Total</b>			<b>924</b>

\*Vehicle Movements per Day (VPD) means one single car trip to or from a site. Equivalent car movements are as follows:

- 1 car to and from a site = 2 VPD
- 1 truck to and from a site = 6 VPD
- 1 truck and trailer to and from a site = 10 VPD
- a single residential unit generates 10 VPD

Estimated number of vehicle trips (note this is based on actual trips not vehicle movements as defined in the Kaikoura District Plan)		
Light Vehicles	Day Shift	Night Shift (up to 10 days per month)

	- 35 contractor vehicle trips (35 incoming between 6.00am and 7.30am and 35 outgoing between 4.00pm and 6.00pm);	- 20 contractor vehicle trips (10 incoming and 10 outgoing between 6.00pm and 6.00am)
<b>Heavy Vehicles</b>	<b>Day Shift</b> - 60 truck and trailer vehicle trips (5 incoming truck and trailers and 5 outgoing truck and trailers per hour between 6.00am and 6.00pm)	<b>Night Shift (up to 10 days per month)</b> - 60 truck and trailer vehicle trips (5 incoming truck and trailers and 5 outgoing truck and trailers per hour between 6.00pm and 6.00am)

These estimates are based on the assumption that there will be an average of 25 people working within the site that will travel in individual work vehicles each day. As noted previously the scale of activity, and consequently the associated vehicle movements, are expected to reduce over time.

Note these are maximum vehicle movements on days where there is maximum production, most days are much less. Some days there is nothing especially as work will decrease. Following the pattern of the Christchurch rebuild demand, work decreased after the initial rebuilt was completed Year 2-3.

DISTRICT PLAN ASSESSMENT  
 Kaikoura District Plan

Zoning: Rural

Overlays / features: Flood Hazard Area 3a

**TABLE 2: PROPOSED PLAN — RELEVANT RULES**

Rule	Conditions	Proposal	Activity Status
12.8.1 Parking and Loading	<ul style="list-style-type: none"> <li>a minimum number of parking spaces to be provided at all times</li> <li>Design of Parking Spaces</li> </ul>	Complies	Permitted

Table 12.8.1 Parking Requirements	Industrial activities: 1 space per 50m2 Gross Floor Area plus 1 space per 100m2 outdoor storage space	Complies – Outdoor Storage space increased. Parking provided for increased staff and vehicles	Permitted
12-8.4 High traffic generating activities	Previously consented to 140 VPD	Estimated up to 924 VPD	Restricted Discretionary
22.7 Industrial / Commercial Activity	a. Industrial Activities b. Commercial Activities, except where listed as a permitted activity	Industrial Activity means the use of land and buildings for the primary purpose of manufacturing, fabricating, processing, packing, or associated storage of goods.	Discretion is not restricted to any particular matter. The performance standards in 22.8 will be used as a guide when assessing applications for unrestricted discretionary activities.
22.8.2 Noise	Noise limits apply, measured at "any point within any other site in the Rural Zone"	Noise standards are not complied with	Restricted Discretionary

*OVERALL STATUS OF ACTIVITY: DISCRETIONARY*

ACTUAL AND POTENTIAL EFFECTS ON THE ENVIRONMENT

12.8.4 High Traffic Generating Activities Any high traffic generating activity (i.e. an activity which generates more than 100 vehicle movements per day) is a Restricted Discretionary activity with Council's discretion restricted to the following matters: i. effects on traffic, pedestrian and cyclist safety ii. effects of vehicle movements on amenity values of any residential units iii. effects of vehicle movements on any surrounding land uses iv. efficiency of roads and state highways

#### EXISTING EFFECT OF THE ACTIVITY

The application for retrospective consent to vary and extend the existing concrete batching plant and landscape supply business. As an existing consent is held, this consent now forms part of the existing environment. Thus, the effects of the existing consented operation cannot be considered. On that basis, the following assessment of effects will list effects from the extended operation only.

#### VISUAL AND LANDSCAPE

Visual effects have increased due to the extension of the site. The effects of the existing activity are mitigated by landscape bunding along the road frontage, the eastern and on the northern site boundary. The existing bunding is a condition of the 2008 consent. The existing landscape bund has been extended so the entire area will be screened by landscaping. The applicants propose to replicate the existing consent conditions on the extended application area, which would ensure visual and amenity effects are mitigated.

There is a change in the landscape character of the area from arable grazing to industrial use of the site. The Kaikoura District Plan (the Plan) specifically recognises protection of rural character and it is a matter outlined in the Objectives and Policies in Section 22 of the Plan. The desire to maintain open space rural character must be tempered by the fact that a previous consent has been granted which recognises this location as appropriate for the existing consented activities.

The consented activities form part of the existing environment, so there is a degree of effect from expansion of the yard that needs to be weighed against that which is already permitted. In addition, the expansion of the yard has occurred in response to the rebuild of national infrastructure following an extraordinary event. The question for rural amenity becomes one of the visual and landscape effect of removing an existing rural open space and creating a bunded yard. Will the bund have an impact on the environment which is more than minor.

Earthworks and Bunding is a permitted activity in the Rural Zone, in that it is not considered in Table 22.7 and thus becomes permitted. A bund could be formed as of right in conjunction with permitted farming activities.

The effects of a proposed bund are within the common law baseline could not be taken into account - the decision-maker has no discretion about that. But the statutory permitted baseline is discretionary as a bund could be formed as of right. Examples of permitted earthworks include stopbanks, holding ponds and shelter areas. In addition building platforms can be formed without earthworks consents. Therefore, the effects of the bund should not be taken into account when forming an opinion under Section 95 D and E and section 104C of the Act. The assessment should be limited by activities that are not permitted, i.e the industrial use of the land

No new buildings are proposed as part of this application.



The site results in the consolidation of resources at an existing industrial site, rather than locating activities piecemeal around the District. The site has consented industrial activities forming part of the existing environment. The activities are near the existing Downers EDI yard, and are located in an area that is already subject to activities and truck movements from gravel extraction in the Kowhai River, road maintenance, pest control, existing concrete plant activities and landscape supply. These activities form part of the existing environment and must be considered:

Section 2 of the Act states that environment includes—

- (a) ecosystems and their constituent parts, including people and communities; and
- (b) all natural and physical resources; and
- (c) amenity values; and
- (d) the social, economic, aesthetic, and cultural conditions which affect the matters stated in paragraphs (a) to (c) or which are affected by those matters

#### TRAFFIC

The existing consent allows for 140 VPD. The calculation above shows an increase to 924 VPD. This is an increase in intensity from the current consent. The affects of increased traffic is expected to affect the properties at the corner of Red Swamp and Kowhai Ford Roads.

The wider district roading network is experiencing increased truck movements from the road rebuild effort. The impact of this activity is considered to be easily absorbed into the existing roading network. The NCTIR heavy vehicle route has been planned to restrict heavy vehicle associated with the rebuild works to the district collector roads. This is to promote road safety and protect local users. The drivers will adhere to the NCTIR alliance guideline.

#### HERITAGE AND CULTURAL

The District Plan does not identify any archaeological features on the site. Site earthworks will be restricted to scraping 100 to 200mm topsoil and replacing with gravel for the parking and operational areas.

The Proposed Kaikoura District Plan's Site Management Protocol and Accidental Discovery Protocol, and the Heritage New Zealand provisions have been followed for the recent earthworks. Contractors were made aware of these provisions prior to commencing earthworks.

#### SERVICING

Water is obtained from a neighbouring private farm supply. This will remain unaltered apart from a small extension to supply water to the office kitchen facilities and toilet. The discharge from the ablution and staff kitchen facilities is considered a permitted activity see CRC092791.

The discharge of wash water and stormwater is covered under CRC137024.

#### EXISTING CONSENTS FROM OTHER AUTHORITIES

##### Consented Activities - Discharge to Land: CRC092791

Consent No CRC092791  
Consent Type Permitted Activity (s15)  
Consent Status Issued - Inactive  
Permit Type RMA Authorisation  
Feature Type Human Effluent  
RMA Section s15(1)(b) Discharge to Land  
Activity Text Discharge Contaminant into Land to Water  
Holder Name Harmac Concrete Limited  
EC Number EC251800  
Location Kowhai Ford Road, KAIKOURA  
From Date 1/12/2009, 1:00 PM

##### Consented Activities - Discharge to Land: CRC137024

Consent No CRC137024  
Consent Type Discharge Permit (s15)  
Feature Type Stormwater Industrial  
RMA Section s15(1)(b) Discharge to Land  
Activity Text Discharge Contaminant into Land to Water  
File No CRC137024  
Holder Name Bernard Charles Harmon  
EC Number EC165084  
Location Kowhai Ford Road, Kaikoura

#### NATURAL HAZARDS

The site is located within the flood hazard 3a area. This is described as a low flood hazard area. No resource consent is required under the Hazard provisions, since the District Plan rules only control habitable buildings, residential units and camping grounds. No buildings will be habitable. The activity is considered a responsible use of flood hazard land.

#### NOISE

The existing consented activity has some degree of noise associated with the operation. The activity is bunded and located away from the adjacent dwellings. The extended hours of operation will exceed that currently allowed in the District Plan noise provisions in addition truck movements will be during night hours to allow concrete to be delivered when traffic is lighter on State Highway One. Noise from the (existing) concrete plant is not dissimilar to anticipated rural activities, such as gravel extraction in the river, milking shed, machinery maintenance, or silage and hay making. This may impact neighbouring residential and commercial visitor accommodation activities.

Night noise will be limited to the concrete batching plant and vehicle movements. Noise from loading / unloading of gravel and cement supplies will occur during the day. This noise will be low level and intermittent.

Finally, the extended landscape bund will provide a solid and effective noise barrier. With most noise generated at or below the level of the bund, noise at neighbouring sites will be substantially reduced.

#### POSITIVE EFFECTS

The Resource Management Act(RMA) meaning of "effect" (section 3) includes any positive effect as well as any adverse effect. Under section 104 (1)(ab) of the RMA, an assessment of a resource consent must, by statute, include an assessment of any measure proposed or agreed to by the applicant for the purpose 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.

This proposal will provide the following positive effects:

- Consolidation of resources at an existing industrial site, rather than locating activities piecemeal around the District.
- Additional employment and economic development.
- Servicing the Kaikoura commercial and residential rebuild.
- Servicing the State Highway rebuild.
- Adding to the economic prosperity of the District.
- Carbon capture and some ecological benefits from the additional landscape plantings.

#### SECTION 104 OTHER MATTERS

Section 104 of the Resource Management Act requires consideration of various documents, and "any other matter the consent authority considers relevant and reasonably necessary to determine the application".

Kaikoura has an Iwi Environmental Management Plan which sets out the Iwi perspective on resource management within the district — "Te Poha o Tohu Raumati" — Te Runanga o Kaikoura Environment Management Plan ("EMP"). Although the site has no identified cultural areas, the accidental discovery protocol was followed during the site works. Policies from Te Poha o Tohu Raumati:

##### 3.4.2 Land use consents and building permits

2. All land use (to erect a dwelling) consent applications in the Kaikōura area are subject to those guidelines outlined in the Te Rūnanga o Kaikōura Management Guidelines for

Wāhi Tapu and Wāhi Taonga, as per Section 3.7. This includes provisions for site visits, cultural impact assessments and pre-resource consent archaeological assessments.

3. To encourage the use and implementation of Heritage Alert Layers, on planning maps and building permit document (LIMs and PIMs), as a predictive modelling tool to assist local authorities to identify areas of known archaeological sensitivity and manage archaeological heritage.

No items of interest are shown on Ka Huru Manu

#### 3.4.3 Business growth and development

1. To encourage appropriate business growth and development, that enhances the natural and cultural values of the Kaikōura area.

2. To protect the natural and cultural landscape from inappropriate business growth and development.

3. All applications relating to new business developments in the Kaikōura area are subject to those policies outlined in the Te Rūnanga o Kaikōura Management Guidelines for Wāhi Tapu and Wāhi Taonga, as per Section 3.7. This includes provisions for site visits, cultural impact assessments and pre-resource consent archaeological assessments.

4. To require that new business developments ensure that appropriate sewage and stormwater systems are in place.

5. To ensure that the scale and siting of any development (building height, density, etc) does not unreasonably detract from the natural landscape and character of the Kaikōura area.

6. Any new business development in the Kaikōura area that is considered to have high visual impacts on the natural or cultural landscape may be required to provide opportunities, and resourcing, to work with Te Rūnanga o Kaikōura to discuss and agree on appropriate design for the proposed development in relation to protecting the natural and cultural landscape.

7. To reflect and protect the landscape values of Kaikōura, indigenous plants (e.g. tī kōuka, harakeke) should be included in any large development proposals, such as shopping centres or restaurants.

8. To support and encourage the use of indigenous species to offset and mitigate negative impacts of development activities. Activities that may have high visual impacts on the natural or cultural landscape may be required to use suitable screening devices, such as indigenous plant species and other materials.

The site was extended in response to the demand for the rebuild of State Highway One. This did not allow the opportunity for pre-consent discussion or cultural monitoring. The site will be banded and planted with native species. This is an improvement of the indigenous species that did dominate the site. Given the modified nature of the site in terms of stop banks, farming and roading, no earthworks occurred that would have disturbed new land area.

## AFFECTED PARTIES AND CONSULTATION

### 95E Consent authority decides if person is affected person

(1) For the purpose of giving limited notification of an application for a resource consent for an activity to a person under section 95B(4) and (9) (as applicable), a person is an affected person if the consent authority decides that the activity's adverse effects on the person are minor or more than minor.

Te Runanga o Kaikoura are not considered an affected party. However, they were provided a draft copy of the application and their comments invited.

### Notification under Section 95A

#### Section 95A: Public notification of consent applications

##### Step 1: mandatory public notification in certain circumstances

No matters apply

(3) (a) the applicant has not requested notification,

(b) public notification is not required under section 95C:

(c) the application is not made jointly with an application to exchange recreation reserve land under section 15AA of the Reserves Act 1977.

##### Step 2: if not required by step 1, public notification precluded in certain circumstances

(4) No matters apply

(5) No matters apply

The criteria for step 2 are as follows:

(a) no 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) a restricted discretionary or discretionary activity, but only if the activity is a subdivision of land or a residential activity:

(iii) a restricted discretionary, discretionary, or non-complying activity, but only if the activity is a boundary activity:

(iv) a prescribed activity (see section 360H(1)(a)(i)).

(6) Does not apply

Step 3: if not precluded by step 2, public notification required in certain circumstances

(7) Determine whether the application meets either of the criteria set out in subsection (8) and,—

(a) Does not meet subsection (8) criteria

(b) if the answer is no, go to step 4.

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

(a) the application is not for a resource consent for 1 or more activities, and any of those activities is subject to a rule or national environmental standard that requires public notification:

(b) the applicant submits, that the activity will not have nor is likely to have adverse effects on the environment that are more than minor.

Step 4: public notification in special circumstances

(9) no 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.

It is considered that limited notification to the owners of Wacky Stays is required.

All others neighbours consents will form part of this application.

#### SUMMARY

6.1 This proposal is to renew a resource consent for an existing activity involving the operation of a concrete batching plant on Kowhai Ford Rd.

6.2 The concrete plant has operated on the current site, under resource consent until the Hurunui Kaikoura Earthquake Event on 14 November 2016.

6.3 The proposed activity will not have any significant adverse effects on the environment.

Appendix A

Certificate of Title