



NZ TRANSPORT AGENCY
WAKA KOTAHI



**Proposed Blueskin General Store
Resource Consent Application and AEE
Prepared for Dunedin City Council**

QUALITY ASSURANCE STATEMENT

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NZ TRANSPORT AGENCY

Proposed Blueskin General Store Resource Consent Application and AEE

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Form 9

Application for resource consent

Section 88, Resource Management Act 1991

To: Dunedin City Council
PO Box 5045
DUNEDIN 9058

The NZ Transport Agency applies for the following type of resource consent:
Land use consent to construct and operate a commercial activity.

The activity can be described as the construction and operation of a commercial activity on a temporary and permanent site with a similar nature and scale as the existing Blueskin General Store located at Waitati within Dunedin City. The construction will include earthworks, septic holding tank for the temporary store and a disposal field for the permanent Store, foundations building construction and relocation, signs, parking, loading, manoeuvring areas and landscaping. The commercial activity will replace the existing Store which will be directly affected by the realignment of a section of State Highway 1 at Waitati. The commercial activity at the temporary site will be established before construction of the realignment commences. Commercial activity on the permanent site will not be established until traffic is travelling on the realigned section of State Highway 1. Access to the temporary and permanent site will be gained via Harvey Street. The proposed activity is described in more detail in the resource consent application and AEE attached.

The names and addresses of the owners and occupiers (other than the applicant) of land to which the application relates are as follows:

Sarah Jane Murray, Heather Fleming and Timothy James Hawkins. PO Box 34, Waitati 9060 (Lot 1, DP 26393, CT OT 18B/842)

The Crown (Road).

The location of the proposed activity is as follows:

The temporary Store building site is located on the north side of Harvey Street, Waitati between SH1 and the Main South Railway Line. The legal description for the land is Lot 1 DP 26393 held on CT OT18B/842. Signs for the temporary Store will be located on Road.

The permanent Store will be situated on Road located on State Highway 1 at the existing intersection of the highway and Harvey Street, Waitati. The permanent Store site will be legalised under the Public Works Act once the construction activity to realign State Highway 1 is complete.

No additional resource consents are needed for the proposed activity.

Note: This resource consent application arises from a proposed realignment of State Highway 1 at Waitati which will directly affect the existing Blueskin General Store. Resource consents are required for the

Highway 1 realignment proposal from the Otago Regional Council. Land use consent is required for the extension of an existing culvert, the placement of a new culvert and for the disturbance of the beds of two unnamed streams. A water permit is required for diversion of the unnamed streams during the work. A discharge permit is required for the release of contaminants to the unnamed streams during the culvert extension and placement activities and the realignment works. A Notice of Requirement and Outline Plan is also required for the realignment of SH1. The resource consent application and the Notice of Requirement and Outline Plan will be lodged at a similar time to this resource consent application.

Attached in accordance with the Fourth Schedule of the Resource Management Act 1991 is an assessment of environmental effects in the detail that corresponds with the scale and significance of the effects that the proposed activity may have on the environment.

Included in the assessment of environmental effects is information required to be included in this application by the district plan, the Resource Management Act 1991, or any regulations made under that Act.

.....
Niclas Johansson
State Highways Manager - Otago/Southland

Pursuant to a Delegation from the NZ Transport Agency Board

Date:

Address for Service:

MWH New Zealand Ltd
PO Box 4
DUNEDIN 9054
Attention: Mike Brazil

Phone: (03) 474 3995
Fax: (03) 474 3992

Executive Summary

This noncomplying activity Resource Consent application from NZ Transport Agency is for the construction and operation of a commercial activity on a temporary and permanent site with a similar nature and scale as the existing Blueskin General Store at Waitati within Dunedin City. This activity will replace the existing Store which will be directly affected by the realignment of a section of State Highway 1 (SH1) at Waitati. The commercial activity at the temporary site will be established before construction of the realignment commences and is likely to have a duration of 18 to 24 months subject to progress on construction of the realignment. Once traffic is travelling on the realigned section of SH1, commercial activity on the permanent site will be established. Access to the temporary and permanent site will be gained via Harvey Street.

NZ Transport Agency has identified that the current SH1 road alignment and adjacent land use at Waitati is out of context with the surrounding driving environment, which is relatively high speed and is predominantly rural. The driving environment on the highway at Waitati is further complicated by accesses to adjacent land use which includes the Blueskin General Store. The Store is located on the western side of the road north of the Harvey Street intersection. The accesses increase the demand on driver attention as they negotiate the curve or seek to access the highway.

NZ Transport Agency has developed an overall project which involves the realignment of a section of SH1 at Waitati extending 400m north and 600m south of Harvey Street, Waitati. The overall project will comprise the following features:

- Realignment of approximately 1 km of SH1.
- Extension and placement of culverts.
- Associated paths, public parking and bus facilities.
- Landscaping.
- Relocation of the Blueskin General Store.

The objectives of the project are to:

- Realign the State Highway so as to align the design speed with that of the speed environment of the approaches.
- Improve the Harvey Street intersection.
- Enable continuity of the services currently offered by the Blueskin General Store, throughout and upon completion of the project development.

This resource consent has been lodged in order to enable the relocation of the Store which serves the Waitati and the wider coastal community. The realignment project requires resource consents from the Otago Regional Council and a Notice of Requirement and Outline Plan to be lodged with the Dunedin City Council. These documents will be lodged at a similar time to this application.

The permanent Store building will be located south east of the realigned SH1 and Harvey Street intersection which is where the existing intersection is located. The temporary Store building will be located immediately north of the SH1: Harvey Street intersection between Harvey Street and Blueskin Bay, The temporary store site is Lot 1 DP26393 and is held on Certificate of Title OT18B/842 and the permanent site is Road. The permanent site will be legalised as a parcel of land once the road is realigned.

The proposed commercial activity at the temporary and permanent Store can be described as the services and products offered by a general Store and include general groceries, wine and beer, basic hardware items, wood and coal and a NZ Post Mail Centre. The operating hours will be between 7.00am and 8.30pm Monday to Saturday, and 9.00am to 8.00pm on Sunday throughout the year.

The proposed commercial activity and hours of operation are the same as the current activity at the existing Blueskin General Store

The building design will be same for both the temporary and the permanent Store with the exception that the permanent Store will have a verandah. The building has been designed to provide equivalent retail and storage space when compared with the existing Blueskin General Store. The maximum floor area of the building will be 215m². The building height, at its highest point, will be 5.51m to the ridge line and 6.6m to the top of the lantern on the roof. The building material will be a permanent material such as Rockcote. The colour of the building will be a neutral colour, such as Tea. To provide shelter for customers there will be a veranda along the entire frontage of the permanent Store.

The building design is a traditional gable form with a lean-to service and storage area at the rear and a lantern roof tower feature at the west end. The shop frontage is predominantly glass, and provides entrance to the retail area. The firewood/coal storage area and the NZ Post mail boxes are accessed from separate entrances on the frontage. The main storage area and the mail room will be located at the rear of the firewood area and post boxes. A goods delivery entrance will be provided at the rear of the building. The service area includes a toilet for staff and customer use, office, staff room, and a separate smaller storage area, including a mezzanine floor to replicate this feature in the existing Store. The layout has been developed in consultation with the owners and lease holders of the Blueskin General Store, (Doug Pryor of Joho Technology (NZ) Limited and Mr and Mrs Bell) and will provide retail and storage space which is equivalent to that available at the existing Blueskin General Store.

There will be signs on three sides of the building façade on both the temporary and permanent Store: the front and both sides. The sign message will consist of the business name, currently "Blueskin General Store", and a logo, currently "On the Spot". The business name will be in a clear font such as Helvetica with a minimum height of 280mm. The signs may be illuminated.

While the temporary Store is in operation there will be a single sided offsite advance sign on SH1 250m north of Harvey Street facing southbound traffic and a single sided sign at the Harvey Street intersection facing southbound traffic. The sign layout and lettering is designed to be read by motorists travelling at 100km/hr. Both of these offsite signs will be removed once the permanent Store is established.

The temporary and permanent Store will be connected to the reticulated water supply electricity and telephone. A septic holding tank will be installed at the temporary Store and a septic tank and disposal field at the permanent Store. A hardsurfaced, drained and lit parking and loading area will be provided at both sites.

1. Introduction

This Resource Consent application from NZ Transport Agency is for the construction and operation of a commercial activity on a temporary and permanent site with a similar nature and scale as the existing Blueskin General Store at Waitati within Dunedin City. This activity will replace the existing Store which will be directly affected by the realignment of a section of State Highway 1 (SH1) at Waitati. The commercial activity at the temporary site will be established before construction of the realignment commences and is likely to have a duration of 18 months subject to progress on construction of the realignment. Once traffic is travelling on the realigned section of SH1, commercial activity on the permanent site will be established. Access to the temporary and permanent site will be gained via Harvey Street.

The document describes the site, the existing environment, the proposed commercial activity and the effects on the environment that are likely to result from the proposal, including the mitigation measures proposed. The statutory framework within the Resource Management Act 1991 (RMA) is outlined and an evaluation of alternative options is included. Consultation has been undertaken and is outlined in this document. Suggested conditions are included for consideration by the Dunedin City Council (DCC).

1.1 Background

NZ Transport Agency has identified that the current SH1 road alignment and adjacent land use at Waitati is out of context with the surrounding driving environment, which is relatively high speed and is predominantly rural. The driving environment on the highway at Waitati is further complicated by accesses to adjacent land use which includes the Blueskin General Store. The Store is located on the western side of the road north of the Harvey Street intersection. The accesses increase the demand on driver attention as they negotiate the curve or seek to access the highway.

While some improvements were made to the curve in 1999 (comprising seal widening, guardrail, sight line improvements, extension of the left turn lane, lighting and the installation of pedestrian crossing points), there are still crashes occurring and this is considered to be because the current road alignment is out of context with the surrounding driving environment.

No viable options have been identified for improvements which will allow the Store to continue to operate at its current location.

1.2 Overall Project

NZ Transport Agency has developed an overall project which involves the realignment of a section of SH1 at Waitati extending 400m north and 600m south of Harvey Street, Waitati. The overall project will comprise the following features:

- Realignment of approximately 1 km of SH1.
- Extension and placement of culverts.
- Associated paths, public parking and bus facilities.
- Landscaping.
- Relocation of the Blueskin General Store.

An overview illustration of the project is located in Appendix A: Proposal Illustration of the Permanent Store and an overview of the project is located in Appendix B: Site Plan.

1.3 Overall Project Objective

The objectives of the project are to:

- Realign the State Highway so as to align the design speed with that of the speed environment of the approaches.
- Improve the Harvey Street intersection.
- Enable continuity of the services currently offered by the Blueskin General Store, throughout and upon completion of the project development.

This resource consent has been lodged in order to enable the relocation of the Store which serves the Waitati and the wider coastal community. The realignment project requires resource consents from the Otago Regional Council and a Notice of Requirement and Outline Plan to be lodged with the Dunedin City Council. These documents will be lodged at a similar time to this application.

1.4 Consent Sought

Land use consent to construct and operate a commercial activity.

1.5 Structure of this Report

This report is structured as follows:

Section 1	Introduction
Section 2	Site Description
Section 3	Proposal Description
Section 4	Existing Environment
Section 5	Assessment of Effects on the Environment
Section 6	Statutory Assessment
Section 7	Consideration of Alternatives
Section 8	Consultation
Section 9	Conclusion
Section 10	Suggested Consent Conditions
Appendices	
Appendix A	Illustration of Permanent Store
Appendix B	Curve Realignment Site Plan
Appendix C	Certificate of Title for Temporary Store
Appendix D	Proposed Store Layout

Appendix E	Store Elevations
Appendix F	Signage
Appendix G	Site Plans for Temporary Store
Appendix H	Temporary Store Vehicle Tracking Paths
Appendix I	Site Plan for Permanent Store
Appendix J	Permanent Store Vehicle Tracking Paths
Appendix K	Landscaping Plan
Appendix L	Traffic Assessment
Appendix M	District Plan Map
Appendix N	Consultation Summary
Appendix O	Disposal Field Letter

2. Site Description

2.1 Location and General Description

The general description of the site is SH1 and land adjacent to Harvey Street, Waitati in Dunedin City. Waitati is located 15km north of the Dunedin city centre. Figure 2-1: Location Map shows the location of the site within the wider Waitati area. Figure 2-2 and 2-3 provide views of where the temporary and permanent store buildings will be located.

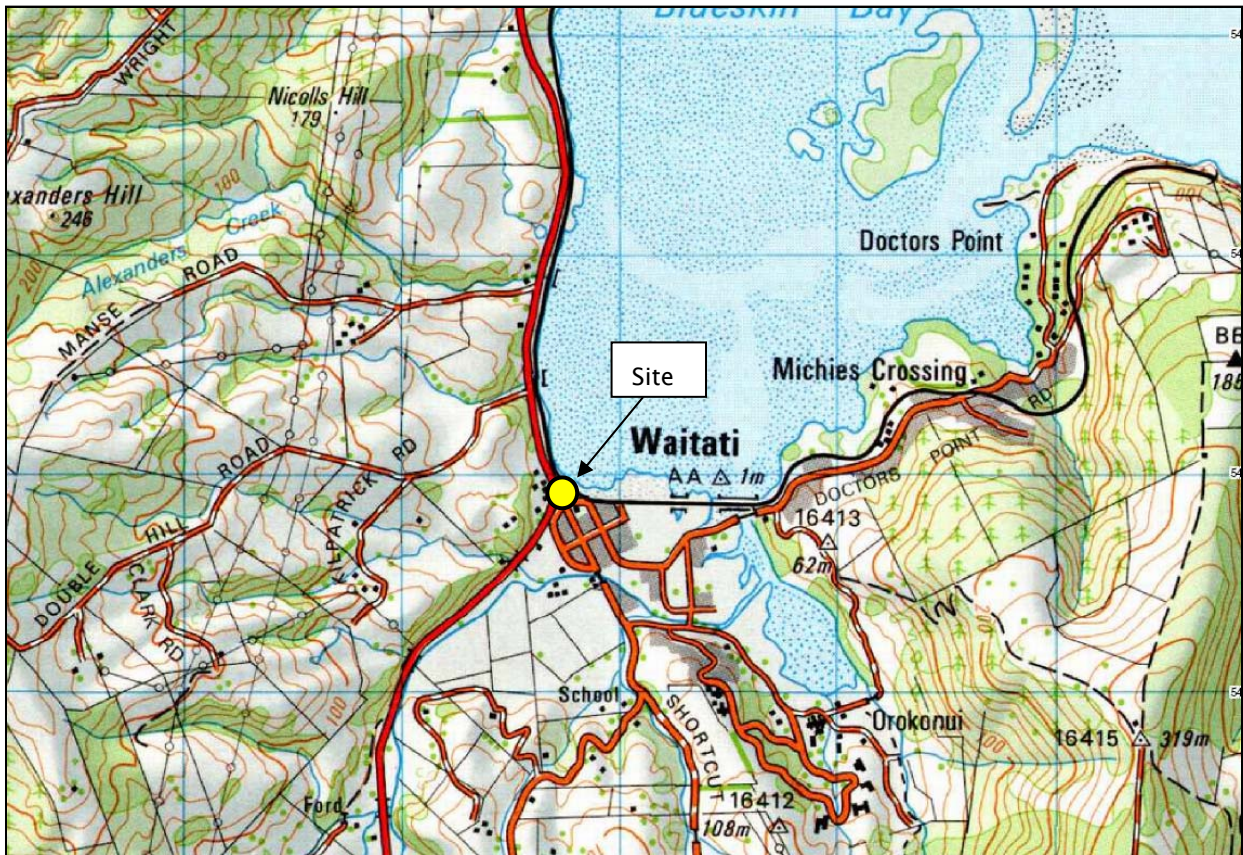


Figure 2-1 : Location Map

SH1 at this location runs generally north to south along the western side of Blueskin Bay and to the west of the main Waitati township. South of the Harvey Street intersection, the highway curves to the south west. The permanent Store building will be located south east of the realigned SH1 and Harvey Street intersection at the existing SH1 and Harvey Street intersection. The temporary Store building will be located immediately north of the SH1:Harvey Street intersection between Harvey Street and Blueskin Bay, refer to Figure 2-3 below.



Figure 2-2 : Looking north along SH1 at the Harvey Street intersection. The temporary building will be to the north of Harvey Street. Blueskin Nursery and Cafe is centre right and Blueskin Bay is in the distance.



Figure 2-3 : Looking to the south across Harvey Street to where the permanent Store building will be located. The building will be constructed south of Harvey Street on the area of land in the centre of the frame currently occupied by road, signs and the lighting column.

2.2 Legal Description of Site

The land is legally described as Lot 1 DP26393 and is held on held on Certificate of Title OT18B/842, a current copy is contained in Appendix C. The site is owned by Sarah Jane Murray, Heather Fleming and Timothy James Hawkins, PO Box 34, Waitati 9060 . The temporary Store building will be located on this lot.

Grid Reference: Northing (NZMG): 5492885
 Easting (NZMG): 2320748

The legal description of the land of the permanent Store is approximately 1950m² of Road which is under the control of NZ Transport Agency and is currently occupied by SH1 . This land will however be surplus to requirements once the Waitati Curve Realignment is constructed. The permanent Store site will be legalised as a parcel of land under the Public Works Act once the construction activity to realign SH1 is complete. The site will consist of one lot with an area of approximately 1950m². Approximately 1480m² at the eastern end of the site will be occupied by the Store building and customer parking and at the western end approximately 380m² will be occupied by a septic tank disposal field with a connecting strip of land

3. Proposal Description

3.1 General: Temporary and Permanent Store

This two stage approach to the relocation of the Store has been adopted to enable the services provided by the Blueskin General Store to be available almost continuously during the construction period. It is anticipated that the temporary Store will be in operation for 18 -24 months, however this may alter depending on the final construction programme developed by the contractor. The existing Store on the western side of SH1 will be demolished during construction of the highway realignment.

The realigned SH1 curve, and relocated Store, is illustrated in Appendix A, which is indicative only. It shows where the proposed permanent Store will be located on Harvey Street and its scale, layout and ease and safety of vehicle access, relative to the existing environment.

3.2 Commercial Activity: Temporary and Permanent Store

The proposed commercial activity at the temporary and permanent Store can be described as the services and products offered by a general Store and include general groceries, wine and beer, basic hardware items, wood and coal and a NZ Post Mail Centre. The operating hours will be between 7.00am and 8.30pm Monday to Saturday, and 9.00am to 8.00pm on Sunday throughout the year.

The proposed commercial activity and hours of operation are the same as the current activity at the existing Blueskin General Store

3.3 Store Building: Temporary and Permanent Store

The building design will be same for both the temporary and the permanent Store with the exception that the permanent Store will have a verandah. The building has been designed to provide equivalent retail and storage space when compared with the existing Blueskin General Store. The maximum floor area of the building will be 215m². The building height, at its highest point, will be 5.51m to the ridge line and 6.6m to the top of the lantern on the roof. The building material will be a permanent material such as Rockcote. The colours of the building will be neutral colours, such as:

- Walls: Resene Quarter Fossil
- Roof: Colour Steel Grey Friars
- Aluminium Joinery: Silver Pearl
- Timber: Birch Stain

To provide shelter for customers there will be a veranda along the entire frontage of the permanent Store.

The building design is a traditional gable form with a lean-to service and storage area at the rear and a lantern roof tower feature at the west end. The shop frontage is predominantly glass, and provides entrance to the retail area. The firewood/coal storage area and the NZ Post mail boxes are accessed from separate entrances on the frontage. The main storage area and the mail room will be located at the rear of the firewood area and post boxes. A goods delivery entrance will be provided at the rear of the building. The service area includes a toilet for staff and customer use, office, staff room, and a separate smaller storage area, including a mezzanine floor to replicate this feature in the existing Store. The layout has

been developed in consultation with the owners and lease holders of the Blueskin General Store, (Doug Pryor of Joho Technology (NZ) Limited and Mr and Mrs Bell) and will provide retail and storage space which is equivalent to that available at the existing Blueskin General Store.

The Store Layout plan is included in Appendix D and the Store Elevations in Appendix E.

3.4 Signs Temporary and Permanent

There will be signs on three sides of the building façade on both the temporary and permanent Store: the front and both sides. The area of the signs will be:

Front of building: 7.4m²

Left End: 4.4²

Right: 4.7m²

The sign message will consist of the business name, currently "Blueskin General Store", and a logo, currently "On the Spot". The business name will be in a clear font such as Helvetica with a minimum height of 280mm. The signs may be illuminated. Elevations of the Store building with indicative signage are in Appendix F.

While the temporary Store is in operation there will be a single sided offsite advance sign on SH1 250m north of Harvey Street facing southbound traffic and a single sided sign at the Harvey Street intersection facing southbound traffic. The two offsite signs have a clear simple layout, lettering height of 160mm and dimensions of 1.0m x 2.0m. The sign layout and lettering is designed to be read by motorists travelling at 100km/hr. The temporary sign location and layout is in Appendix F. Both of these offsite signs will be removed once the permanent Store is established.

Once Harvey Street is realigned, onsite signs will be required at the temporary Store site to restrict the use of the northern access to exiting trucks. These signs are in Appendix F.

3.5 Temporary Store

3.5.1 Earthworks

The earthworks volume will be in the order of 2500m³ of cut and fill and it is likely that in the order of 1000m³ of fill will be imported to the site. Cut to waste material will be removed from the site and placed in a consented fill site.

3.5.2 Services

The Store will be connected to the reticulated water supply, electricity and telephone. Stormwater will be discharged to the kerb and channel that will be extended across the western frontage of the site. Waste water will be collected in a 4,500 litre underground storage tank which is to be installed. The waste water will be collected periodically and disposed of at an approved facility.

3.5.3 Site Layout

Plan C526 in Appendix G shows the boundaries of the lot and the extent of the area to be occupied by the temporary Store. Figure 3-1 is a photograph which includes the western portion of the lot where the temporary Store will be located.



Figure 3-1 : Looking south west. The proposed temporary Store location is at the bottom right of the photograph.

There are currently no buildings on the site and the proposed commercial activity comprising the temporary Store, car parking and vehicle manoeuvring will occupy approximately 1900m² of the total lot area of 7290m².

3.5.4 Building Location

The Store front will face southwest and the service lane at the western boundary. The building will be approximately 13m from the southwestern boundary, 24m from the northwestern boundary, 20m from the northeastern boundary with the Main South Railway and 18m from the southern boundary.

3.5.5 Access

Access to the site will be off Harvey Street at the start of an existing sealed service lane which leads off the eastern side of Harvey Street and provides physical access to the former church property and the temporary Store site (Pt Sec 39 Blk II North Harbour and Blueskin SD and Lot 1 DP 26393). The service lane is located 25m from the edge of the existing left turn lane from SH1 into Harvey Street. The kerb and channel and footpath on the eastern side of Harvey Street will be extended north past the Store. There will be two accesses to the Store: a 20m wide access adjacent to the southern boundary and a 8m wide access adjacent to the northern boundary. The northern access is necessary for the short period of time the

temporary Store will be operating with Harvey Street realigned to allow trucks to exit the site. Use of the northern access will be restricted to trucks exiting the site by on site signs. The northern access will be removed and kerb and channel formed once the temporary Store is decommissioned. Once the realignment is constructed the southern access will be located 62m from the left turn lane into Harvey Street. Plans in Appendix G show the location of the temporary Store in relation to the existing and realigned Harvey Street. The vehicle turning paths for a semi-trailer truck is also shown with Harvey Street in its existing location and realigned location.

3.5.6 Parking and Loading

The customer parking and manoeuvring area will be a hard surface such as chipseal from the kerb and channel back to the face of the building. The parking area will drain to the kerb and channel on the western side of the area. The driveway around the back of the building will be surfaced with gravel. The maximum gradient on the parking and manoeuvring area will be 1 in 20.

Parking for 8 customer cars will be marked across the western front of the store building: 7 parks at 2.5m wide and one disabled person's park at 3.6m wide. All of the parks will be 5m deep and there will be an aisle width of 7.5m. Staff parking will be available at the sides of the building. Loading will occur at the rear of the building and provision has been made for semi-trailer units. Refer to Plan R01 in Proposed Blueskin General Store: Appendix H for delivery vehicle manoeuvring paths. The design provides for vehicles to drive on and off the site and 10m of onsite queuing space is provided.

There will be approximately 20m of hard surface between the drop crossing and the gravel surface and this will ensure that gravel is not tracked onto the road.

3.5.7 Lighting

The parking and loading areas will be lit to a minimum of 2 lux with high uniformity and oriented to minimise spill of light from the site.

3.5.8 Landscaping

Land disturbed by the temporary Store development and not hard surfaced will be grassed using a typical lawn mix consisting of rye and fescue species.

3.6 Permanent Store

3.6.1 Earthworks

The earthworks volume will be in the order of 2500m³ of cut and fill. Of this approximately 1000m³ of fill will be imported to the site. Cut to waste material will be removed from the site and placed in a consented fill site.

3.6.2 Services

The Store will be connected to the reticulated water supply, electricity and telephone. A septic tank will be installed on site and an effluent disposal field will be constructed to receive effluent from the permanent Store's septic tank located to the south west of the building. The disposal field will be located south east

of the permanent Store building. The field will comprise of a raised mound a minimum of 300m² in area. planted with vegetation such as native tussocks. This will be fully fenced with signage prohibiting public access. The septic tank is located adjacent to the south-western corner of the building as shown on the site plan C527 in Appendix I, which also includes the disposal field location. Appendix O contains a letter which outlines the septic tank disposal field requirements.

3.6.3 Layout

The permanent Store layout is shown on Plan C527 in Appendix I. The site will consist of one title with an area of approximately 1950m². Approximately 1480m² at the eastern end of the site will be occupied by the Store building and customer parking and at the western end approximately 380m² will be occupied by the fenced septic tank disposal field with a connecting strip of land between these areas to provide for the waste water pipe between the septic tank and the disposal field. Plan C527 in Appendix I illustrates the site layout and location.

3.6.4 Building Location

The Store front will face north. The building will be approximately 16m from the western boundary, 18m from the northern boundary, 4.5m from the eastern boundary and 2.0m from the southern boundary.

3.6.5 Access

There will be two accesses to the site off Harvey Street; the northern access will be 70m from the realigned SH1 intersection with Harvey Street. The northern access will be 9m wide and the southern access 10m wide and defined by a concrete island across the site frontage. The southern access will be adjacent to the access to the public parking area to be provided south of the Store.

3.6.6 Parking and Loading

The onsite parking, loading and manoeuvring area will be a hard surface finish such as chipseal. The parking area will drain to the existing stormwater system on Harvey Street. The maximum gradient on the parking loading and manoeuvring area will be 1 in 20.

Parking for 6 customer cars will be marked across the northern front of the store building: 5 parks at 2.5m wide and one disabled person's park, 3.6m wide, all of the parks will be 5m deep and there will be an aisle width of 15m. Staff parking will be available on the western side of the building. In addition, there is space for larger vehicles such as camper vans and cars towing trailers to park around the perimeter of the site. Loading will occur at the rear of the building and provision has been made for truck and trailer units to manoeuvre. Refer to Plan R01 in Proposed Blueskin General Store: Appendix J for truck and trailer delivery vehicle manoeuvring paths. The design provides for vehicles to drive on and off the site and 10m of onsite queuing space is provided at the northern access and well in excess of that at the southern access.

3.6.7 Lighting

The parking and loading area will be lit to a minimum of 2 lux with high uniformity and oriented to minimise over spill of light from the site.

3.6.8 Landscaping

An area of landscaping will be provided on the south eastern side of the shop building which will be planted with tussock and grasses and the disposal field site will be planted with vegetation such as a native tussock mix.

4. Existing Environment

4.1 General

The existing environment of the temporary and proposed Store can be described as having a strong transport focus. The site is legal road and a significant proportion of the site is currently occupied by the SH1 carriageway and to a lesser extent, Harvey Street. The temporary Store site has Harvey Street and SH1 to the west and the Main South Railway to the east and residential dwellings to the north and south. The temporary Store site carriageway is undeveloped.

4.2 Existing Designations and Encumbrances

4.2.1 Temporary Site

There are two storm water easements shown on DP 26393 in CT OT 18B/842, both of which are beyond the lot area affected by the development.

4.2.2 Permanent Site

NZ Transport Agency has two designations for SH1 at Waitati at the proposed permanent Store site. Designation D449 is for the section of SH1 from the Dunedin metropolitan boundary through to the Waitaki District Council boundary. The purpose of this designation is "State Highway Purposes (SH1)". Designation D450 is for the section of SH1 from Waitati to Pine Hill. The purpose of this designation is "Motorway Purposes (SH1)". The two designations meet at the Harvey Street intersection.

4.3 Neighbourhood and Wider Community

The proposal is within Waitati township which is located 15km north of Dunedin and is a small community of approximately 500 people (the 2006 census measured the Waitati population at 501) including the townships of Orokonui and Doctors Point. There are a number of residences within the Waitati township, predominantly clustered in the area south of the temporary and permanent Store site. The closest dwelling to both the temporary and permanent Store sites is 5 Harvey Street with approximately 45m and 55m of separation respectively between the Store building and the residence. In addition, the Blueskin Nursery and Cafe, the Waitati Hall/Community Centre, Public Library and the Art Gallery are also on Harvey Street to the east of the temporary and permanent store sites. Figures 4-1, 4-2 and 4-3 provide views of the existing buildings in the area. A number of former commercial buildings are vacant.

The existing Blueskin Store which is intended to be relocated to the temporary and permanent Store site is located on the eastern side of SH1 north of the Harvey Street intersection. The Blueskin Store currently comprises a general Store and postal agency. It is utilised by the greater Blueskin Bay community, including Waitati, Orokonui, Doctors Point, Warrington and Evansdale, as well as SH1 traffic. The Store tends to act as a community focal point, with a notice board and adjacent Bus Stop and shelter.

A bus stop, bus shelter and informal commuter car parking is located on the eastern side of the highway opposite the Blueskin Store. South of the informal parking area is a residence (a former church building) which is currently vacant and adjoins the northern boundary of the temporary Store site. Blueskin Nursery

is adjacent to the permanent Store site. Adjacent to SH1 and south of the Blueskin Nursery is Bland Park. This field is owned by the Blueskin Agricultural and Pastoral Society and is used as a sports field.



Figure 4-1 : Looking south at the Existing Blueskin Store and parking, on SH1.



Figure 4-2 : Harvey Street gallery.



Figure 4-3 : Looking south east, across SH1 at Blueskin Nursery and Cafe.

4.4 Traffic Environment

The driving environment on Harvey Street, Waitati is within drivers' expectations and is operating safely, however SH1 in the vicinity of Harvey Street is below drivers' expectations and out of context with the adjoining road. This deficiency in the existing road arises from the low radius curve which occurs at a location along SH1 where there are a number of property accesses to residences, one to a commercial activity as well as the Harvey Street intersection. The property accesses do not have good visibility for approaching motorists. The NZ Transport Agency Crash Analysis System includes 17 crashes for the 10 year period 2000 to 2009 inclusive, 11 of the crashes resulted in injuries. Of these 5 involved vehicles entering or exiting the Store, 4 were loss of control crashes on the curve and the remainder were unrelated. The out of context nature of the road alignment is likely to have contributed to the crashes which have involved a loss of control around the curve.

A Traffic Assessment is included in Appendix L (which describes the traffic effects of realigning SH1 at Waitati as well as relocation of the Waitati General Store to a temporary and permanent site on Harvey Street, Waitati).

4.5 Noise

The existing noise environment is typical for a rural environment in close proximity to SH1 and road.

4.6 Visual and Landscape

Both the temporary site and permanent site are located within a wider rural environment. Pastoral farming and the Blueskin Bay estuary surrounds the settlement of Waitati. While the area is dominated by exotic grasses and introduced shrubs and trees, occasional native trees, native shrubs (including flax and toi toi) and exotic scrub (including broom and gorse) are to be found adjacent to the SH1 and on the temporary Store site. Approximately half of the permanent Store site is devoid of vegetation (given that it is part of the existing SH1 carriageway) and the remainder is grassed.

A large Oak tree, listed as a 'Significant Tree' (T1163) in the District Plan, is located on the western side of the existing highway and to the west of the permanent Store site. This tree will not be affected by the SH1 realignment proposal or the permanent Store site. The tree is immediately south of the existing Harvey Street intersection and is in a group with a beech and gum tree. Figure 4-5 is a photograph of the Oak. Also on the western side of the highway is a QEII covenanted area of land (also listed in the District Plan as an 'Area of Significant Conservation Value' (CO84)). Refer Appendix M. This area is south of the Harvey Street intersection, on the opposite side of SH1, and is outside the area to be occupied by the Store and is discussed in the Notice of Requirement.



Figure 4-4 : Looking north. A large Oak Tree (T1163) amongst other species.

An unnamed small stream, highly modified and surrounded by many pest plants, flows from west to east, to the north-west of the permanent Store site. This stream is shown in Plan C527, Appendix I, and is not within the proposed permanent Store site but is within the proposed temporary Store site.

4.7 Archaeology and Heritage

An archaeological assessment undertaken as part of the SH1 Waitati Curve realignment project included the temporary and permanent Store site and is included in the Notice of Requirement documentation. No archaeological sites were identified on the temporary or permanent Store sites.

4.8 Tangata Whenua

Consultation has been undertaken with Kai Tahu Ki Otakou (KTKO) as the first point of contact, and directly with Kati Huirapa Runanga ki Pukiteraki as part of the SH1 Waitati Curve realignment project including the temporary and permanent Store sites. Runanga requested the following conditions:

- If koiwi (human skeletal remains), waahi taoka (resource or object of importance), waahi tapu (place or feature of special significance) or other artefact materials are discovered work shall stop, allowing for a site inspection by the appropriate Runaka and their advisors. These people will determine if the discovery is likely to be extensive and whether a thorough site investigation will be required. Materials discovered should be handled and removed by takata whenua who possess knowledge of tikanga (protocol) appropriate to their removal or preservation.
- That an iwi approved archaeologist be present during any earthworks undertaken for the proposed works.

- That a rehabilitation programme be implemented with appropriate native planting undertaken after the proposed works have been completed.
- That further consultation and approval be sought if the extent of the work site is required to be increased.
- That appropriate fish/eel passage should be provided for at all times.
- That any excess excavated material is either re-used if suitable, or disposed of appropriately.

4.9 Natural Hazards

There are no known natural hazards that will be affected by the proposed construction and the sites will not be affected by potential sea level rise.

4.10 Contaminants

There are no known contaminated sites on the temporary or proposed Store sites.

4.11 Activity Status

The status of the activities on both the temporary and permanent sites is a non complying activity in terms of the Dunedin City District Plan (DCDP).

5. Assessment of Effects on the Environment

This Assessment of Environmental Effects has been prepared in accordance with section 88 and the Fourth Schedule of the Resource Management Act 1991 (RMA).

5.1 Positive Effects

The location of the existing Blueskin Store on the western side of the highway, and the community it serves being located on the eastern side results in significant adverse effects. This being the case, the proposal has been assessed as bringing about several significant positive effects, which are grouped under the following two headings:

- Grouping of retail and community activities
- Severance and traffic safety

5.1.1 Grouping of Retail and Community Activities

As the Store is proposed to be located adjacent to the other Waitati businesses, and closer to the school and community centre, the proposal will strengthen the centre of activity and the sense of community. It is noted that the next nearest general Store or dairy is located in either Karitane or Dunedin City, each 15km away. The permanent shop will be located adjacent to a parking area and bus turnaround which will better provide for park and ride activities and facilitate multi modal journeys and travel demand management and integrated planning.

This all being the case, a new Store located on Harvey Street will bring about significant positive effects in the area by grouping of activities.

5.1.2 Severance and Traffic Safety

The existing Store has significant traffic and pedestrian safety issues. Its location brings about unsafe and difficult crossings of SH1. This is shown in the access related crashes at the existing Store site.

The Blueskin Store operating on the western side of the highway and the community it serves on the eastern side of the highway currently results in significant community severance and social impacts. There is anecdotal evidence of negative effects arising from the existing Store location. Because of the high speed and traffic volumes on SH1, young children are discouraged from walking or cycling to the Store, and local residents experience anxiety as they walk/cycle/drive across the highway to enter or exit the Store.

There will be an increased level of safety when vehicles and pedestrians are accessing a Store adjacent to Harvey Street which operates at a lower traffic speed. The relocation will avoid the need to cross the highway and enter and exit the less safe existing Store site.

The design of the traffic aspects of the temporary and permanent Store will ensure that there is adequate onsite parking and loading facilities and that they will operate safely. On-site car access and parking for

both Stores will generally comply with the performance standards in Section 20 (Transportation) of the DCDP.

The location of the temporary and permanent Stores close to SH1 and the other intersections on Harvey Street will ensure low vehicle speeds.

Overall, the proposed access and parking is considered to be adequate and safe. Relocation to Harvey Street will contribute to a safer Store location as it has a significantly lower traffic volume and speed environment when compared with SH1. Accordingly, the proposed temporary and permanent Store sites located on Harvey Street will bring about significant positive effects in terms of traffic safety, access, and parking.

5.2 Character and Amenity Effects

5.2.1 Introduction

A commercial activity located within a new building on Harvey Street has the potential to affect the character and amenity of Waitati Township. However, the Store has been carefully designed and sited to complement the Harvey Street and Waitati township environs. The building and site have been designed with a dual purpose in mind, to both relate to passing traffic, as well as integration into the streetscape and be accessible to pedestrians, cyclists and vehicles.

The building height of 6.6m is well below the 10m maximum height for both the Rural and Residential 5 zones. The building dimensions are generally consistent with other buildings in the area, for example, the ex-church building on the corner of Harvey Street and SH1 and the Blueskin Nursery and Cafe Building.

Noise generated by the proposed Store is expected to be consistent with that commonly heard within a rural environment and that which already exists in Waitati. That is, traffic coming and going, car doors opening and shutting and heat pump compressors. The background SH1 traffic noise is likely to prevail as the ambient noise level given the close proximity to the site.

5.2.2 Temporary Site

The Store on the temporary site will have effects limited to an estimated two year period that can be largely addressed by site selection and building location.

The Store building and associated hard surfaces, as shown on Appendix G, occupy a small area of the greater site, which is otherwise vegetated with grass.

It is considered that the proposed temporary site, Store building and adjacent buffer land is in keeping with its position on the periphery of the township.

The closest dwelling to the temporary Store is 5 Harvey Street some 55m from the Store. The location, orientation and design of the proposed building is anticipated to address potential environmental effects on neighbouring properties (such as shading, noise or privacy issues), and keep them to a level that is no more than minor.

5.2.3 Permanent Site

A retail activity such as the Blueskin General Store has the potential to significantly affect the character and amenity values of the Waitati township. However, given the proposed Store location, design and setting, no more than minor effects are anticipated.

The relatively large area of 'buffer' land, under the control of the applicant (NZ Transport Agency), has been designed, laid-out and landscaped to provide the permanent Store with a generous setting, as illustrated in the landscape plan LS02 in Appendix K. The buffer land, as illustrated in Appendices I and K, contains landscaping, provision for buses to turn, (refer to Plan R02 in Appendix J), and an additional parking area available to the public. (in addition to the 6 customer car parks at the Store).

The proposed permanent Store and adjacent buffer land is considered to complement the surrounding Waitati residential buildings, rural landscape and character.

The closest dwelling to the permanent Store is 5Harvey Street on the opposite side of the street. The distance between the Store building and the dwelling at number 5 is approximately 45m. The location, orientation and design of the proposed building is anticipated to address potential environmental effects on neighbouring properties (such as shading, noise or privacy issues), and keep them to a level that is no more than minor.

5.3 Lighting

The on site lighting will provide security for users of the site during the hours of darkness. The design will ensure light spill does not have an effect beyond the site. The lighting effects are considered to be minor.

5.4 Stormwater

The construction of the Store and associated hard surfaces will not significantly impact upon stormwater collection. Stormwater from both of the sites will be discharged via existing kerbside stormwater reticulation. The proposal is not expected to significantly change or have an impact on stormwater management. One new mud-tank adjacent to the permanent site will include a sediment trap and this will ensure that the proposal will result in no more than minor stormwater effects.

5.5 Signs

Poorly sited and designed signs have the potential to significantly affect amenity and character values in a rural location such as Waitati. The location, size, colour, positioning and number of the proposed signs have been carefully designed, and are considered to be appropriate and consistent with the surrounding environment and the location of both the temporary and permanent store.

The proposed signs on the temporary and permanent store are of a simple design with a clear and easy to read message. The signs do not protrude above the parapet or roof line of the building. The signs will only be illuminated when the Store is open for business.

The proposed off-site signs are temporary signs that will be removed once the permanent store is in operation. They are facing southbound road users on SH1 and are of a simple design with a clear easy to read message.

It is anticipated that the proposed permanent signs will have no more than minor effects. In terms of the offsite signs, the visual and amenity effects are limited to the time that the temporary store is in operation.

5.6 Ecological Effects

The proposed sites have the potential to contain terrestrial ecological resources. However, as the permanent site is on existing SH1, and the temporary site is currently on a highly modified paddock dominated by exotic grasses, there will be no significant native species displaced as a result of construction of either the temporary or permanent Store sites.

This being the case, no more than minor ecological effects are anticipated.

5.7 Water Quality

There is a waterway within the temporary and permanent Store. In view of this appropriate silt control devices, such as silt fences, will be used during construction to intercept contaminated run-off before it reaches either the unnamed water course or Blueskin Bay. There is the potential for stormwater or waste water from the temporary or permanent Store to have an effect on water quality. Storm water from both Stores will be directed to the kerb and channel via a mudtank and to the Council stormwater system. Waste water will be collected in an on site septic holding tank and will be collected and disposed of at an approved site. The permanent Store on site disposal field will be carefully designed and constructed and will be located more than 50m from the nearest water course. Given these mitigation and design measures, the effects on water quality are likely to be no more than minor.

5.8 Construction Effects

5.8.1 General

The construction works associated with each Store are anticipated to be completed within a 4 month period with construction limited to the following hours: between 7.00am – 6.00pm Monday to Friday, and 7.00am – 1.00pm on Saturday. No work is to be undertaken on Public Holidays. The construction of the temporary Store will be undertaken while the existing Store is still operating and precede the construction of the Waitati Curve realignment. The permanent Store will be constructed following the shifting of traffic on to the realigned SH1 and is likely to commence some 18 months after completion of the temporary Store site. During the construction period, construction vehicles, staff and equipment will be present on each Store site.

5.8.2 Construction Traffic Effects

It is anticipated that construction of the Stores will not significantly restrict public access along Harvey Street throughout the construction period. Occasional and temporary traffic delays may occur for motorists and pedestrians on Harvey Street, over a period of 4 months, for each of the two sites.

The contractor will submit a Traffic Management Plan to the Dunedin City Council for certification to provide traffic control adjacent to the sites.

Overall, no more than minor effects are anticipated on traffic.

5.8.3 Earthworks, Dust Effects, and Construction Noise

There are no known geotechnical issues on the temporary or permanent Store site and the scale of the earthworks is such that no retaining structures will be required. There will be some cut to waste material that will be removed from the site to an approved fill site. The excavating and fill will be designed and constructed in accordance with engineering best practice. This being the case, the earthworks and geotechnical effects are considered to be less than minor.

Dust is likely to be generated during construction as a result of earthworks, both at the temporary site, and the permanent site however, given the relatively small scale of construction, no more than minor effects are anticipated. If ground conditions are dry and dust from the site is likely to cause nuisance to neighbours or traffic, the exposed ground will be sprayed with a water tanker. This will ensure construction does not cause objectionable dust effects thereby mitigating the effects.

Construction noise will be generated from various construction activities on the site and. construction noise could potentially cause some minor discomfort and inconvenience to the general public. However, given the relatively small scale of construction, no more than minor noise effects are anticipated. By confining the operation of construction works to daytime work hours, the potential effects are mitigated. Any noise generated by construction activity will not exceed the limits on NZS 6803:1999 Acoustics – Construction Noise. Similarly, the building of the proposed Store is consistent in terms of scale with that for a residential dwelling and therefore the construction noise generated would be commensurate with the construction of a dwelling. This being the case, it is anticipated that the effects of noise will be no more than minor.

5.8.4 Cultural and Archaeological Effects

An archaeological assessment, undertaken by Chris Jacomb from South Pacific Archaeological Research, (University of Otago) has stated that no archaeological sites have been recorded in the vicinity of the proposal. In addition, an evaluation of the District Plan (map 13) and the Kai Tahu ki Otago (KTKO) Natural Resources Management Plan ('Otago Harbour' area catchment provisions) has identified no sites of importance to iwi being located in the vicinity of the proposed works.

Despite no sites being recorded it is acknowledged that there is still the potential for archaeological and historic artefacts or sites to be encountered during the construction works. In the event that cultural or archaeological material is discovered or exposed as a result of the construction, it is suggested that an accidental discovery protocol be put in place, as a consent condition, to ensure that work will not recommence until a site inspection has been undertaken. Proposed conditions typically sought by KTKO are considered acceptable to NZ Transport Agency and are included in Section 10 of this document.

This being the case, given the relatively minor works being undertaken, the proposed works are considered to have a no more than minor effect on cultural and archaeological resources.

6. Statutory Assessment

6.1 Resource Management Act

The overriding purpose of the Resource Management Act 1991 (the RMA) *“is to promote the sustainable management of natural and physical resources”*. Sustainable management is to be achieved by avoiding, remedying or mitigating the adverse effects of activities on the environment.

Part II of the RMA, sections 5 to 8, outlines the broader principles that are to be considered for any resource use or development.

Any activity can either be authorised by a rule (permitted activity), in a regional or district plan, or through a resource consent or a designation.

Where resource consent is required for an activity, applications must be prepared in accordance with s88 of the RMA. Applications must include a full description of the activity and an assessment of any actual or potential effects that the activity may have on the environment and the ways in which adverse effects can be *“avoided, remedied or mitigated”*. Such assessments must be prepared in accordance with the Fourth Schedule of the RMA. This schedule sets out the matters that should be included and those that should be considered.

Under the provisions of s108, a consent authority can impose consent conditions, if they are considered appropriate, to avoid, remedy or mitigate adverse effects of activities on the environment.

Rule 2.1 of the DCDP sets out the information to be supplied with a land use consent application. This rule includes at rule 2.1(iv)

“ A statement identifying the following, where applicable:

- (a) How the activity complies, or fails to comply, with the objectives, policies and rules for that activity in the District Plan.*
- (b) The degrees to which the proposed activity is consistent with Part 2 of the Act.*
- (c) All other resource consents that may be required from any consent authority in respect of the activity, and whether these have been applied for.”*

Section 6.3 of this document provides that information.

6.1.1 Purpose and Principles of the RMA

Part 2: Purpose and Principles of the RMA is the framework under which all functions, powers and duties are exercised for the purpose of giving effect to the RMA. There are no qualifications or exceptions. Any exercise of discretionary judgement must promote the statutory purpose of the RMA, which is the sustainable management of natural and physical resources. Section 5 of the RMA incorporates the following description of sustainable management:

“...’sustainable management’ means managing the use, development and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well being and for their health and safety while –

- a) *Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
- b) *Safeguarding the life supporting capacity of air, water, soil and ecosystems; and*
- c) *Avoiding, remedying, or mitigating any adverse effects of activities on the environment.”*

Part 2 of the RMA also has a focus on recognising and providing for matters of national importance (Section 6), having particular regard to other significant resource management matters (Section 7) and taking into account the principles of the Treaty of Waitangi (Section 8).

The matters of national importance under Section 6 are as follows:

- a) *The preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development:*
- b) *The protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development:*
- c) *The protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna:*
- d) *The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers:*
- e) *The relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga.*
- f) *The protection of historic heritage from inappropriate subdivision, use, and development.*
- g) *The protection of recognised customary activities.*

Protection of the rivers and the coastal marine area will be achieved through the mitigation measures that have been included into the design by way of including a mudtank into the stormwater system. There are no outstanding natural features and landscapes, or significant indigenous vegetation or fauna in the vicinity.

It is recognised that the area was used extensively by Maori in the past and the application for the archaeological authority will include a requirement to contact Kati Huirapa Runaka ki Puketeraki in the event of any discovery of any material of interest to the Runaka as well as other measures intended to reduce effects on historic heritage. The archaeological assessment identified no items of historic heritage within the sites subject to this application.

There are no matters of national importance identified that will be affected and will not be mitigated.

The other resource management matters under Section 7 are as follows:

- a) *Kaitiakitanga:*
 - aa) *The ethic of stewardship:*
- b) *The efficient use and development of natural and physical resources:*
 - ba) *The efficiency of the end use of energy:*
- c) *The maintenance and enhancement of amenity values:*
- d) *Intrinsic values of ecosystems:*
- e) *[Repealed]*
- f) *Maintenance and enhancement of the quality of the environment:*
- g) *Any finite characteristics of natural and physical resources:*

- h) *The protection of the habitat of trout and salmon:*
- i) *The effects of climate change:*
- j) *The benefits to be derived from the use and development of renewable energy.*

Section 8 requires the principles of the Treaty of Waitangi to be taken into account. It is considered that the principles of the Treaty of Waitangi have been taken into account. Consultation has been undertaken with Kati Huirapa Runaka ki Puketeraki in order to identify Runanga interests. The suggested conditions contained in Section 10 will actively protect Maori interests.

In terms of Part 2 of the Act, State highways are a physical resource. This designation will enable the efficient use and development of SH1 and will provide for the economic well being and safety of people and communities.

6.2 Otago Regional Policy Statement

The Otago Regional Policy Statement (RPS) provides an overview of the resource management issues of the Otago region and the ways of achieving the integrated management of its natural and physical resources.

The 'Built Environment' chapter of the RPS contains objectives, policies, and methods of implementation to address those issues. The following three objectives and policies are considered the most relevant to the proposal. The right hand column provides a comment on the provision, relative to the proposal:

Provision	Comment Relative to Proposal
<i>Objective 9.4.3 To avoid, remedy or mitigate the adverse effects of Otago's built environment on Otago's natural and physical resources.</i>	The temporary and permanent Store sites avoid existing adverse effects upon the built environment. Amenity values are improved, and township development is more compact and integrated.
<i>Policy 9.5.4 To minimise the adverse effects of urban development and settlement, including structures, on Otago's environment through avoiding, remedying or mitigating:</i> <i>(a) Discharges of contaminants to Otago's air, water or land; and</i> <i>(b) The creation of noise, vibration and dust; and</i> <i>(c) Visual intrusion and a reduction in landscape qualities; and</i> <i>(d) Significant irreversible effects on:</i> <i>(i) Otago community values; or</i> <i>(ii) Kai Tahu cultural and spiritual values; or</i> <i>(iii) The natural character of water bodies and the coastal environment; or</i> <i>(iv) Habitats of indigenous fauna; or</i> <i>(v) Heritage values; or</i> <i>(vi) Amenity values; or</i> <i>(vii) Intrinsic values of ecosystems; or</i> <i>(viii) Salmon or trout habitat.</i>	The proposed Store will complement the existing built environment by enabling the clustering of buildings and businesses in Waitati. In addition, the Store will be significantly more accessible for the local community, reducing severance issues. Sediment traps will be placed during construction to prevent the discharge of sediment to the adjacent unnamed stream.

Provision	Comment Relative to Proposal
<p><i>Policy 9.5.5 To maintain and, where practicable, enhance the quality of life for people and communities within Otago's built environment through:</i></p> <p><i>(a) Promoting the identification and provision of a level of amenity which is acceptable to the community; and</i></p> <p><i>(b) Avoiding, remedying or mitigating the adverse effects on community health and safety resulting from the use, development and protection of Otago's natural and physical resources; and</i></p> <p><i>(c) Avoiding, remedying or mitigating the adverse effects of subdivision, landuse and development on landscape values.</i></p>	<p>The proposed relocation of the Store will improve the community's quality of life and the built environment around them. The design, layout and location of the Store on the same side of the State highway as the community will improve the health and well-being of the local community.</p>

The proposed temporary and permanent Store is considered to be generally consistent with the RPS provisions.

6.3 Dunedin City District Plan

The temporary and permanent Store sites are located at the Rural zone and Residential 5 zone boundary. The temporary site is shown on Map 13 of the DCDP as being partially in the Residential 5 zone and partially in the Rural zone. The permanent site is also zoned both Residential 5 and Rural as where the zone boundary adjoins a legal road, the zone boundary is deemed to be the centre line of the road (Section 1.5.1(ii) 26(a) DCDP). Refer to District Plan Map13 in Appendix M.

The following objectives and policies are considered to be relevant to the proposal. The right hand column provides a comment on the provision, relative to the proposal:

Provision	Comment Relative to Proposal
Sustainability Section	
<p><i>Objective 4.2.1</i> <i>Enhance the amenity values of Dunedin.</i></p>	<p>The proposal provides an opportunity to enhance amenity values by grouping together retail activities in Waitati. The proximity of the development is not at odds with the development in the vicinity of the sites and the building is domestic scale. The sites are already substantially modified.</p>
<p><i>Policy 4.3.1</i> <i>Maintain and enhance amenity values.</i></p>	<p>The proposal provides an opportunity to enhance amenity values by grouping together</p>

Provision	Comment Relative to Proposal
	retail activities in Waitati. The proximity of the development is not at odds with the development in the vicinity of the sites and the building is domestic scale. The sites are already substantially modified.
<p><i>Policy 4.3.2</i> <i>Avoid developments which will result in the unsustainable expansion of infrastructure services.</i></p>	The proposal will allow the centralisation of resources. The Store will be located within very close proximity to existing infrastructure services, such as water supply, power and telephone.
<p><i>Policy 4.3.8</i> <i>Avoid the indiscriminate mixing of incompatible uses and developments.</i></p>	The proposed Store has similar effects and is compatible with adjoining land uses, including the Blueskin Nursery and Cafe. Any impacts on residential activities are proposed to be appropriately mitigated.
Rural Section	
<p><i>Objective 6.2.2</i> <i>Maintain and enhance the amenity values associated with the character of the rural area.</i></p>	The character and amenity values of the Waitati area will be maintained by this proposal. The scale and intensity of the construction of the built structure will be consistent with other buildings in the area, and other effects such as noise.
<p><i>Policy 6.3.6</i> <i>Avoid, remedy or mitigate the adverse effects of buildings, structures and vegetation on the amenity of adjoining properties.</i></p>	<p>The proposed building and associated landscaping and plantings will not adversely affect the openness and visual amenity of the Waitati rural residential environment.</p> <p>Neighbouring sites and people will be familiar with and currently experience existing effects, similar to the proposal.</p>
Residential Section	
<p><i>Policy 8.3.1</i> <i>Maintain or enhance the amenity values and character of residential areas.</i> <i>The amenity values of residential areas may be affected by development, redevelopment or activities that take place in these areas. These amenity values include the following:</i> <i>(a) The set back of buildings from the street frontage.</i> <i>(b) The space between buildings created by yards, building separation in multi unit developments, and the amount of private and collective amenity open space</i></p>	The setback from the street frontage and space between the Store building and other buildings on both sites is consistent with development in the near vicinity of the site. The height and form of the building is domestic in its scale and nature and the building will not significantly affect sunlight penetration. There will be a significant amount and scale of landscaping around the permanent site. The amenity effects of the temporary site will be relatively short term in

Provision	Comment Relative to Proposal
<p><i>available for each unit in multi-unit developments and its location.</i></p> <p><i>(c) The height of the building with regard to other buildings in the immediate vicinity.</i></p> <p><i>(d) The penetration of sunlight to a site and building.</i></p> <p><i>(e) The amount and scale of landscaping in and around a site.</i></p> <p><i>(f) The formation of the street (grass berms, trees, formed road widths and footpaths) and the amount of traffic which utilises the street.</i></p> <p><i>(g) The adequate provision of car parking for each development, its location and visual effect on the environment.</i></p> <p><i>(h) The residential character of the neighbourhood.</i></p> <p><i>(i) The condition of buildings, landscaping and roads in the neighbourhood.</i></p> <p><i>(j) The proximity to services such as shops and community support activities.</i></p>	<p>nature. Adequate on site carparking will be provided and this has been oriented on site to maintain separation from residences. Both SH1 and Harvey Street are intended to carry relatively high volumes of traffic.</p>
<p>Hazards, Hazardous Substances and Earthworks</p>	
<p><i>Objective 17.2.3</i> <i>People, property and the environment in Dunedin are protected from the adverse effects of earthworks</i></p>	<p>The earthworks required for the temporary or permanent Store construction are not expected to adversely affect people, property, or the environment</p>
<p><i>Policy 17.3.9</i> <i>Control the location and scale of earthworks in Dunedin</i></p>	<p>The earthworks will be restricted to within the subject site</p>
<p>Signs</p>	
<p><i>Objective 19.2.1</i> <i>Avoid, remedy or mitigate the adverse effects of signs on amenity values</i></p>	<p>The design of the signs ensures that adverse effects on amenity values are mitigated.</p>
<p><i>Objective 19.2.2</i> <i>Ensure that signs do not adversely affect the safe and efficient functioning of the road network</i></p>	<p>The signs are of a simple and clear design and are proposed to be located in positions that are not likely to have an adverse effect on road safety or efficient functioning in these circumstances.</p>
<p><i>Policy 19.3.1</i> <i>Ensure that signs do not detract from the amenity values of the area in which they are located and the amenity values of areas from where they are visible</i></p>	<p>The signs have been designed and located in a manner that will not detract from the amenity values in the Waitati area.</p>
<p><i>Policy 19.3.2</i> <i>Control the design, location, size and number of signs erected at any given location to avoid, remedy or mitigate any adverse effects</i></p>	<p>The signs are simple and easy to read and have been located so only one sign is likely to be visible from a view point.</p>
<p><i>Policy 19.3.4</i> <i>Promote simplicity and clarity in the form of the sign</i></p>	<p>The signs are simple and clear.</p>

Provision	Comment Relative to Proposal
<i>and the message the sign conveys</i>	
Policy 19.3.5 <i>Prevent the erection of permanent hoarding signs, permanent structures to display hoarding signs, and the painting of buildings as signs.</i>	No permanent hoarding signs are proposed.
Transport	
Objective 20.2.2 <i>Ensure that land use activities are undertaken in a manner which avoids, remedies or mitigates adverse effects on the transportation network.</i>	The location, scale and nature of the proposed activity will ensure the transportation network is not adversely affected
Objective 20.2.4 <i>Maintain and enhance a safe, efficient and effective transportation network.</i>	This proposal will enhance the safety of the transportation network by relocating the Store away from SH1. The design of the access and onsite parking will maintain and enhance the safety, efficiency and effectiveness of the transportation network. Safety, efficiency and effectiveness of the proposal have been fully assessed, and it has been found that social wellbeing and efficiency will not be compromised, and people's reasonably foreseeable needs will be provided for.
Policy 20.3.4 <i>Ensure traffic generating activities do not adversely affect the safe, efficient and effective operation of the roading network</i>	The proposed location of a traffic generating activity on the same side of the highway as Waitati township will improve people's safety and therefore no effects in terms of safety, efficiency and effectiveness of the road network are anticipated.
Policy 20.3.5 <i>Ensure safe standards for vehicle access.</i>	Appropriate design and location of accesses will ensure that traffic movements and the through-route function of roads are not impaired.

The proposal is considered to be generally consistent with the objectives and policies of the DCDP.

The Store is within the DCDP definition of a 'commercial activity'. The development of a Store is a **non-complying activity** in both the Rural and Residential 5 zones. The relevant rules are:

Rule 6.5.7(ii) Non-Complying Activity (Rural Zone)

Any activity not specifically identified as permitted, controlled, discretionary or prohibited by the rules in this zone or in the rules of Sections 17 to 22 of this Plan is non-complying. This rule does not apply to activities identified as permitted, controlled or discretionary in the rules of Sections 13 to 16 of the Plan, regardless of where in the zone those activities are undertaken.

Rule 8.11.6 (iii) Non-Complying Activity (Residential 5)

Any activity not specifically identified as permitted, controlled or discretionary by the rules in this zone or in the rules of Sections 17 to 22 of this Plan is non-complying. This rule does not apply to activities identified as permitted, controlled or discretionary in the rules

A commercial activity, such as the proposed Store, is not specifically identified as permitted, controlled or discretionary within either the Rural or Residential 5 Zone rules, so the proposed activity is considered to be a **non-complying activity**. As a non-complying activity the section 104D threshold test has to be satisfied. The AEE has demonstrated that the adverse effects of the activity will be minor and will produce only localised effects. The statutory assessment shows that the Store is not contrary to the objectives and policies of the DCDP. It is therefore possible for the proposal to meet either test under s104D, and be approved for resource consent.

6.3.1 Other Matters

The circumstances that have given rise to this application are considered to be a true exception given that important roading works will directly affect an existing commercial activity within this community and this application has been made to enable the commercial activity to relocate to a temporary then permanent location within the immediate neighbourhood.

6.3.2 Existing Designations

There are two existing designations in the DCDP for SH1 at Waitati that are relevant to the permanent Store site:

- D449 NZ Transport Agency: SH1 – DCC/WDC Boundary to Waitati – “State Highway Purposes (SH1)”.
- D450 NZ Transport Agency: SH1 – Northern Motorway (Waitati to Pine Hill Road) – “Motorway Purposes (SH1)”.

Section 176 sets out the effect of a designation:

(1) If a designation is included in a district plan, then—

(a) section 9(3) does not apply to a public work or project or work undertaken by a requiring authority under the designation; and

(b) no person may, without the prior written consent of that requiring authority, do anything in relation to the land that is subject to the designation that would prevent or hinder a public work or project or work to which the designation relates, including—

(i) undertaking any use of the land; and

(ii) subdividing the land; and

(iii) changing the character, intensity, or scale of the use of the land.

(2) The provisions of a district plan or proposed district plan shall apply in relation to any land that is subject to a designation only to the extent that the land is used for a purpose other than the designated purpose.

(3) This section is subject to section 177.”

The use of the land for a commercial activity is for a purpose other than the designated purpose, hence the provisions of the district plan apply and a resource consent is required for the permanent Store

NZ Transport Agency has given its written consent to the activity under S176(1)(b). NZ Transport Agency will partially remove the designations on the permanent Store site when the realignment and legalisation of the land is complete.

6.3.3 Information Requirements

Section 2.1 of the DCDP sets out the information requirements for a resource consent application. All of the information is provided in the documentation.

6.4 Other Relevant Documents

6.4.1 Kai Tahu ki Otago - Natural Resource Management Plan

The Natural Resource Management Plan 2005 identifies the values, issues and objectives of significance to Kai Tahu which need to be considered when applying for authorisations under the RMA. This document describes the cultural, spiritual beliefs and value systems, and planning management regime of Kai Tahu ki Otago (Kai Tahu), the tangata whenua of the Otago region. These include Te Runanga o Moeraki, Te Runanga Otakou, Kati Huirapa ki Puketeraki and Hokonui Runanga whose takiwa covers the Dunedin District.

The plan sets out both generic and specific issues, objectives and management guidelines of importance to Kai Tahu. The objectives and policies of relevance to this application include:

Section 5 Otago Region

5.4.3 - Wahi Tapu Objectives

- i) All wahi tapu are protected from inappropriate activities*
- ii) Kai Tahu ki Otago have access to wahi tapu*
- iii) Wahi Tapu throughout the Otago region are protected in a culturally appropriate manner.*

5.6.3 – Cultural Landscapes Objectives

- ii) The protection of significant cultural landscapes from inappropriate use and development.*

5.6.4 – Cultural Landscapes General Policies

Earth Disturbance

19. To require all earthworks, excavation, filling or the disposal of excavated material to:

- i) Avoid adverse impacts on significant natural landforms and areas of indigenous vegetation;*
- ii) Avoid, remedy, or mitigate soil instability, and accelerated erosion;*
- iii) Mitigate all adverse effects.*

It is considered that this proposal meets the objectives and policies of the Natural Resource Management Plan given the nature and location of the works and the mitigation measures proposed.

6.5 Conclusion

This resource consent application is not contrary to Part 2 of the Act, the relevant provisions of the Regional Policy Statement, the objectives, policies and rules of the Dunedin City District Plan and the Kai Tahu ki Otago Natural Resource Management Plan. Adverse effects that arise from construction and use will be avoided, or mitigated to the greatest extent possible and will be minor.

7. Consideration of Alternatives

Over a period of several years NZ Transport Agency has undertaken a thorough consideration of options and alternatives for the Blueskin General Store location.

Three primary alternatives and options have been considered:

1. Retain the status quo.
2. Continuing operation of the existing Blueskin Store during construction of the SH1 realignment with a temporary road formed around the Store. Access to the Store would be managed by the road contractor and subject to temporary traffic control. The permanent Store would be constructed once the traffic is moved on to the new highway alignment.
3. Relocate the Store to Harvey Street with a temporary Store utilised during the period of construction.

Option 1 is not possible, given the proposal to realign SH1 and that the realignment will occupy the Store site.

Option 2 is possible, but not ideal, as it would compromise the access to the Store and have significant adverse impact upon the Store business. The Store operators do not support this option, which would compromise access to the Store and complicate traffic management during road construction.

Option 3 is the preferred option, given the significant benefits provided to the local community, and the improved safety arising from the Store being located closer to the local community on Harvey Street at the earliest opportunity during construction of the realignment.

8. Consultation

Transit New Zealand, now NZ Transport Agency, has undertaken consultation with the community and stakeholders regarding the curve realignment and Store relocation since 2007. The proposal for the relocation of Blueskin General Store evolved from discussion with Mr & Mrs Bell, the store operators, Doug Pryor the store owner, and NZ Transport Agency and its agents.

From February 2009 a significant amount of consultation has been undertaken with a number of parties, including numerous on-site meetings with individuals. All parties have been supportive of the retention of the Store, its existing services and its relocation to the eastern side of SH1.

Informal discussions with KTKO suggest that they are likely to seek a standard accidental discovery protocol condition to be attached to the resource consent.

Refer to the consultation summary in Appendix N.

9. Conclusion

The proposed Blueskin Store will provide significant benefits for the greater Waitati community and SH1 users. They will be able to access their local general Store without the inconvenience, additional effort and safety concerns associated with accessing the existing Store on SH1. The proposed Store will be located and designed to make a positive contribution to the social and cultural wellbeing of people and the community of the Waitati area.

An assessment of environmental effects, which includes the siting of the Store, its bulk and location, and its potential effect upon character and amenity values, demonstrates that environmental effects will be no more than minor. Consultation undertaken over the past two years indicates that the local community and stakeholders consulted are generally in favour of the proposal.

The establishment of a Store is a non-complying activity. As a non-complying activity at least one limb of the section 104D threshold test has to be satisfied. The statutory assessment shows that the Store is not contrary to the objectives and policies of the District Plan, and the AEE has demonstrated that any adverse effects will be no more than minor. It is therefore possible for the proposal to meet either test under section 104D, and be granted resource consent.

10. Suggested Consent Conditions

This final section is to assist the DCC by setting out the conditions in order to avoid, remedy or mitigate any significant adverse effects of the proposal in respect of those matters where mitigation is not expressly identified/promoted in the AEE (Section 5) part of this application.

That prior to the commencement of any work on the site, a construction management plan shall be submitted to, and approved by, the Dunedin City Council. That plan shall include, as a minimum, the following:

Cultural and Archaeological Effects

1. If koiwi (human skeletal remains), waahi taoka (resource or object of importance) waahi tapu (place or feature of special significance) or other artefact materials are discovered, work in the vicinity of that discovery shall stop, allowing for a site inspection by the appropriate Runaka and their advisors (who will determine if the discovery is likely to be extensive and whether a thorough site investigation will be required).
 - a. Materials discovered should be handled and removed by takata whenua (who possess knowledge of tikanga (protocol) appropriate to their removal or preservation).
 - b. That an iwi approved archaeologist be present during any earthworks undertaken for the proposed works.
 - c. That further consultation and approval be sought if the extent of the work site is required to be increased.
 - d. That any excess excavated material is either re-used if suitable, or disposed of appropriately.

Construction

2. Construction activities shall generally only be undertaken between the hours of 7.00am to 6.00pm Monday to Friday and 7.00am to 1.00pm on Saturday. No work is to be undertaken on Public Holidays. The need may arise for limited specific work activities to be carried out outside these hours. Such specific work activities shall only be carried out with the prior approval of the Resource Consent Manager of the Dunedin City Council.

Control of Stormwater Runoff

3. The consent holder or its agent shall use appropriate silt control devices, such as silt fences, to intercept contaminated run-off before it reaches either of the unnamed water courses through the site or Blueskin Bay.

Pest and Weed Control

4. All plant and machinery shall be cleaned prior to use on the site, and/or near riverbeds and waterways to avoid transmittal of pest plants and organisms, including didymo.

Appendix A: Illustration of Permanent Store

Appendix B: Curve Realignment Site Plan

Appendix C: Certificate of Title for Temporary Store

Appendix D: Store Layout

Appendix E: Store Elevations

Appendix F: Signs

Appendix G: Site Plans for Temporary Store

Appendix H: Vehicle Tracking Paths (Temporary Store)

Appendix I: Site Plan for Permanent Store

Appendix J: Permanent Store Vehicle Tracking Paths

Appendix K: Landscaping Plan

Appendix L: Traffic Assessment

Appendix M: District Plan Map

Appendix N: Consultation Summary

1. Consultation

In 2008 the Investigation and Reporting phase of the project began and an initial meeting was held with the two Community Board members that were part of the 2004 consultation group. Letters were sent in May 2008 to the affected landowners as well as the Store operators advising of the commencement of the project to realign the curve and relocate the Blueskin Store.

1.2 Initial Contact with Landowners, Store Operators and Owner

Letters were sent in May 2008 to owners and occupiers of land which fronts on to or gains access from SH1 along the length of the project. Enclosed was a concept plan showing the realignment, an indicative land plan identifying property owners and showing the land requirements for the project as well as the land that could become surplus following construction. People were advised that they were welcome to engage in ongoing consultation. There is ongoing dialogue with the Store owner and operators to confirm the details of the replacement Store building, including cladding with The Property Group, MWH and the architect.

1.3 Store Owner – Doug Pryor

Following the initial contact letter a meeting was held with Mr Pryor, the Store owner, NZ Transport Agency, the Property Group and MWH in May 2008 to discuss the intention to relocate the Store across the highway, show the area of land that might be available for the Store and to seek feedback on the critical issues. Mr Pryor advised that subject to agreeable property negotiations he would like to relocate the Store south of Harvey Street.

In March 2009 The Property Group sent a letter to Mr Pryor outlining the options for relocation of the Store, and the land plan for the project. There was subsequent dialogue through 2009 confirming the principles around which the design developed, compensation process and location for the Store.

Following consultation with the Store operators for development of the layout for the new Store a meeting was held in January 2010 with Mr and Mrs Bell, MWH & the architect to confirm Store layout and show the driver's eye view of the permanent Store using computer modelling software. There has been ongoing dialogue to confirm the details of the replacement Store with The Property Group and the architect.

1.4 Store Operators – Heather & Brent Bell

After an initiating letter in May 2008, there have been numerous meetings, discussions, and correspondence with the Mr and Mrs Bell. The feedback from this ongoing consultation has influenced the form and planned implementation methodology of the Store to a large degree. In summary, the Mr and Mrs Bell's preference is for the status quo however on the basis that the highway realignment proceeds, they are comfortable that the provision to be made for the continued accommodation of the Store present an optimum solution.

The permanent site for the store is attractive to the Bells because it provides good exposure to passing motorists on SH1. While local people provide a good customer base, the Bells emphasised that additional business from the travelling public, including truck drivers, is essential to the viability of the Store.

The need for the Store to be located to a temporary site for the duration of the construction of the realignment was discussed with Mr and Mrs Bell in June 2009 with a potential site on the south of the old

church on Harvey Street suggested. Mr and Mrs Bell reiterated their concern about the viability of their business for the duration of the construction and had initial reservations about the site for the temporary Store as it is completely hidden from view for motorists travelling south on SH1. They considered that off site signage while the Store was in its temporary location would significantly improve the profile of the Store for southbound motorists on SH1.

In Mid June 2009 MWH contacted Foodstuffs and Trent, the holders of the franchise for "On the Spot" Stores, such as the Blueskin Store. The Business Manager, Mike Luck, met with Mr and Mrs Bell and MWH to review the plans for the temporary Store and identify any areas where assistance might be able to be given to Mr and Mrs Bell with the Store relocation. Some positive feedback was given to Mr and Mrs Bell about the temporary Store site. It was advised that Foodstuffs could assist with the purchasing of new equipment and plant as well as providing labour with the relocation. An opportunity was highlighted for the Store to become an "On the Spot Express" Store serving preheated food, similar to that provided by service stations.

In October 2009 there was a meeting with the architect to measure the existing building, identify functional needs and develop plans for the replacement Store. During a site walkover with two MWH representatives Mr and Mrs Bell were shown plans and their relationship with the existing landform to improve their understanding of the design of the realignment and the temporary and permanent Store site.

From November 2009 to February 2010 the layout plans for the Store were developed with several meetings between the architect, MWH and Mr and Mrs Bell, including the abovementioned meeting in January with the computer model.

1.5 Waikouaiti Coast Community Board

A letter was sent to the Board in Jan 2008 advising that the project was starting. A further letter was sent to the affected landowners in May 2008, with copies sent to the Board. A scheme plan during the Investigation and Reporting Phase was presented to the Community Board meeting in July 2008.

The Board re-iterated that their support for the project is contingent upon a successful and concurrent securing of consents for the Store operation, and NZ Transport Agency's commitment to undertake such as part of the project. They were also interested in providing for the development of the Store for fuel sales. Issues that were raised for examination in the Design Phase were hitchhiking, car pooling and provision for buses.

The Community Board sought clarification on NZ Transport Agency's position on further development of the permanent Store site to provide for fuel sales to which NZ Transport Agency responded, " While provision for the establishment of bulk fuel sales (eg petrol, diesel, CPG, or LPG or similar), does not form part of this resource consent application, this application has been developed sufficiently in matters of vehicular access and manoeuvrability (for currently common customer and supplier vehicle types) and signage, as necessary to satisfy the NZ Transport Agency's requirements in regard to these matters, should at some future time another party wish to pursue such an application for the establishment of fuel sales."

The scheme drawing for the Design Phase was presented to Community Board meeting in Jan 2010 for discussion. The Board suggested that a cycle lane be created so that cyclists could exit the highway before

reaching the Harvey Street intersection. In addition the Board noted in finalising the design there is demand for hitch-hiking and car pooling for people travelling in both directions from Waitati. The needs of bus companies and the need for consultation were also highlighted for consideration.

The Board requested that NZ Transport Agency present the project to the public at Waitati.

1.6 Louise Burnside – Gallery on Blueskin

A letter was received from Louise Burnside, the owner of the Gallery On Blueskin adjacent to the temporary Store site. She expressed concern about the potential loss of kerb side parking adjacent to her business when the temporary Store is operating. She was advised that the Store will have sufficient on site parking available and that the management of kerb side parking is the responsibility of the Dunedin City Council.

1.7 Dunedin City Council

1.7.1 DCC Planning

Meetings were held with the DCC Planning Department in 2008 and 2009 to determine an appropriate planning path for the progression of the realignment project. Council stated that a resource consents should be submitted for the new Blueskin Store rather than providing for that activity by applying for a change in zone. It was agreed that an application for an alteration to designation to provide for the new highway and regional resource consents should be lodged at the same time.

1.7.2 DCC Roding/Transportation Planning

A letter was sent March 2010 with detailed design drawings and a meeting arranged April 14th to initiate dialogue with these departments.

1.8 Kai Tahu ki Otago

A meeting was held between MWH representatives and Joy Smith of Kati Huirapa Runanga ki Pukiteraki on 8 June 2010. Joy emphasised that the general area around Waitati, Warrington, and Evansdale had been used by Maori in the past (including for Moa hunting and Pounamu processing) and that, although the Runanga could not identify any specific archaeological sites within the wider project site, it is possible that Maori archaeological sites exist in the vicinity of the proposed works. Other matters relating to the wider realignment project were discussed including: the need to provide for fish and eel passage on culverts, that cut to waste material needs to be removed to an approved dump site, and the possibility that a wooden post identified in the archaeological assessment could be part of a waka landing site.

In a letter from KTKO the position of the Runanga was outlined as:

- If koiwi (human skeletal remains), waahi taoka (resource or object of importance), waahi tapu (place or feature of special significance) or other artefact materials are discovered work shall stop, allowing for a site inspection by the appropriate Runaka and their advisors. These people will determine if the discovery is likely to be extensive and whether a thorough site investigation will be required. Materials discovered should be handled and removed by takata whenua who possess knowledge of tikanga (protocol) appropriate to their removal or preservation.
- That an iwi approved archaeologist be present during any earthworks undertaken for the proposed works.
- That a rehabilitation programme be implemented with appropriate native planting undertaken after the proposed works have been completed.
- That further consultation and approval be sought if the extent of the work site is required to be increased.
- That appropriate fish/eel passage should be provided for at all times.

- That any excess excavated material is either re-used if suitable, or disposed of appropriately.

Appendix O: Disposal Field Letter