



# Development Plan

Consent Approval  
June 2009



*Western Bay of Plenty  
District Council*



*Tauranga City*

JUNE 2009

*come out and play*

***Development Plan***  
**TECT All Terrain Park**

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*NOTE: Some of the Appendices may alter aspects of the Development Plan once new assets are commissioned or as User Groups commence their permitted activities at the Park.*

## 1.0 Introduction

### 1.1 VISIONS AND GOALS OF THE TECT ALL TERRAIN PARK

Over the next decade, more than 1640 hectares of forestry land in the Western Bay of Plenty region is to be turned into a unique adventure and outdoor park known as the TECT All Terrain Park.

Western Bay of Plenty District Council and Tauranga City Council have established the TECT All Terrain Park (“the Park”) as a joint initiative to implement part of their Sub-Regional Parks Policy.

The vision of the TECT All Terrain Park Project is:

*To successfully establish and facilitate a regional destination that caters for a wide range of adventure and education activities in a managed sustainable way.*

*To develop a unique recreational venue that can position the sub-region nationally and internationally.*

*To showcase sustainable, energy efficient and low impact design, materials and techniques.*

The behaviours and habits that will be witnessed for this vision to be implemented involve these being measured against park values. These values will be articulated to people as the four core values below, which will define what the TECT All Terrain Park is all about.

### 1.2 VALUES SUMMARY OF THE TECT ALL TERRAIN PARK

The TECT All Terrain Park is underpinned by four core communication values that express how users will engage in the Park and that users have choices for how they express their involvement. Each value will be used to present pathways for users to understand the role of the Park and the individuals or user groups’ role in sustaining it. These four core communication values are expressed in the following icons.



## LEARN

### LEARN

Users are asked to learn about how the park is being developed and managed when they 'come out and play'. In addition the 'learn' icon provides a reference to education programs and facilities that will eventually be established at the park.



## PLAY

### PLAY

Play is literally what the park is all about. It's about making the most of the park's varied space which caters for a wide range of users, from full on adventure seekers to more passive users, such as walkers.



## CREATE

### CREATE

This is about encouraging users to take ownership in creating the park.



## CARE

### CARE

The park needs to be cared for by all who use it.

The four core communication values are inclusive of fun and all the emotions and experiences of recreation. The values range from the identifying the Park as a place of fun to ensuring sustainable management of the Park is understood to be a responsibility by all users. The values convey these environmental responsibilities are both present now and in the future as the legacy left for others.

The four core communication values will be the fundamental measure for what and how an action or an activity is allowed to occur in the Park. The four core communication values shall be used in consideration of everything that is promoted and managed, and undertaken.

### 1.3. PURPOSE OF THE DEVELOPMENT PLAN

The Development Plan outlines the relationship of the Park's activities with the conditions of the granted resource consent. It seeks to directly respond to the RMA consent conditions stipulated in 2004 and 2007 at the time of the major land purchase processes.<sup>1</sup>

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<sup>1</sup> Appendix 4, Resource Consent Decisions

This Development Plan precedes a much larger and more comprehensive Management Plan document, which guides activities across the Park between User Group activity sites, and beyond where these activities occur.

This Development Plan will provide the overall blueprint to ensure consistency by User Groups as part of the development for their own “management plans”.

User Groups pursuing approval for their own Management Plans and subsequent occupation agreements shall be subject to the guidance given as a result of this Development Plan document, and ultimately the overall Park Management Plan.

This Development Plan also provides the direction for the Events Sector’s development in the Park. This is important when taking into account the traffic impact to the Park and the contribution to the overall volume of traffic on the state highway as required by the New Zealand Transport Agency (NZTA). A ‘Special Events Calendar’ will be a management tool to ensure thresholds are not exceeded for the Park.

This development plan shall be also consistent with the overall Management and Operations Plans, to facilitate each of the User Groups to establish and operate their activity.

#### **1.4 HOW TO USE THIS DEVELOPMENT PLAN**

This development plan covers all the resource consent conditions and background requirements that everyone has to follow and abide by, and, that User Groups must include in considering all their future activities.

#### **1.5 STATUTORY CONTEXT**

Resource consent was granted for the general establishment and operation of the TECT All Terrain Park by an independent commissioner, appointed on behalf of the Western Bay of Plenty District Council, on 17 December 2004. Additional land was purchased and a further resource consent was granted for the same activity in November 2007. (Refer to the Appendices for the resource consent decisions.)

Condition 4 of both decisions require that prior to the commencement of any activity within the Park, a Management Plan shall be submitted to Council for that activity. Condition 4 states:

*“THAT prior to the commencement of any individual activity authorised by this consent a Management Plan shall be submitted to the Principal Administrative Officer of Council, or his/her delegate, for approval. Such Plan will be consistent with the Development Plan or Long Term Development Plan as appropriate approved in accordance with condition 3, and shall as a minimum detail/include:*

- a) *The nature of the activity.*
- b) *The hours of operation.*
- c) *The location of the area to be used and the identification of building sites.*
- d) *Where the activity is a significant noise producing activity, (being an activity with a total A-weighted sound power level of 95 dBA or greater), a Noise Management Plan is to be provided; and*
- e) *A Traffic Impact Assessment report (undertaken by a suitably qualified independent Traffic Engineer) which shall incorporate the following:*
  - i) *An assessment of the expected traffic generation due to the proposed activity in relation to its normal (weekly) operation and in relation to events that attract visitors not normally associated with the applicant club/society membership.*
  - ii) *Access and Parking provision for normal (weekly) operation and in relation to events that attract visitors not normally associated with the applicant club/society membership.*
  - iii) *An assessment of the likely traffic effects due to the expected traffic generation of the proposed activity on the surrounding road network, including Pyes Pa Road/Tauranga Direct Road and including recommendations for mitigation where required; and*
  - iv) *Proposed mitigation measures including an implementation schedule.*
  - v) *Traffic Management Plans that detail the measures that will be implemented in relation to construction and event management.*
  - vi) *The Traffic Impact Assessment report is to be provided by the consent holder(s) to the affected Road Controlling Authorities for certification as being to the satisfaction of the Principal Administrative Officer or his/her delegate in respect of district roads and the Regional Manager of NZ Transport Agency or his/her delegate in respect to the State Highway.*
- f) *Details of consultation with Environment Bay of Plenty and approval to any Regional Council consents as required.*
- g) *A landscape assessment of any potential buildings and activities to ensure that any building or activity is in context with the environment it is located in and will not adversely affect rural amenity.*

*Note: The nature of the Landscape Assessment will be dependant on the location and scale of the activities and buildings. A very brief assessment will only be required if the potential for landscape effects are internalised or very minor.*

- h) An assessment and management plan of any lighting required as part of the activity(s) to ensure any off site effects are avoided or mitigated.*
- i) Any other details that the Consents authority considers necessary and which are reasonably related to the proposed activities in the Park.*

## **1.6 POLICY CONTEXT**

There is a Joint Sub-Regional Parks Management Agreement that mandates the Park to have been acquired and to be managed and maintained. The joint Tauranga City Council and Western Bay of Plenty District Council Policy on Sub-Regional Parks was adopted in 2000.

The policy signalled the beginning of a partnership that defines the Councils' commitment to open space, recreation, and the protection of landscapes and cultural features on a sub-regional scale.

In practice, the policy creates a connection between city and rural communities. The policy objectives for the Councils to work together to secure land for the establishment of a network of sub-regional parks obliges a wide consideration of issues and values between urban and country dweller already moving between both to live, work and play.

The policy also sees the Councils co-operate to secure, develop and maintain land to meet this need, develop partnerships with other agencies, and to achieve agreement to priorities and criteria for sub-regional parks.

This joint policy context continues to be driven for the same reasons that brought it about, and these are summarised below;

- Restrictive legislation (where traditionally used on parks)
- Population distribution and benefits
- Diverse needs
- Approaches from landowners
- Strategic vision
- Integration
- Combining resources



For the Park the WBOPDC is the 'Lead Operational Manager', per the Joint Tauranga City Council and Western Bay of Plenty District Council Management Agreement on Sub-Regional Parks.

## 2.0 SUBJECT SITE DETAILS – SUMMARY INFORMATION AND A GUIDE TO USERS

### 2.1 LOCATION AND DESCRIPTION



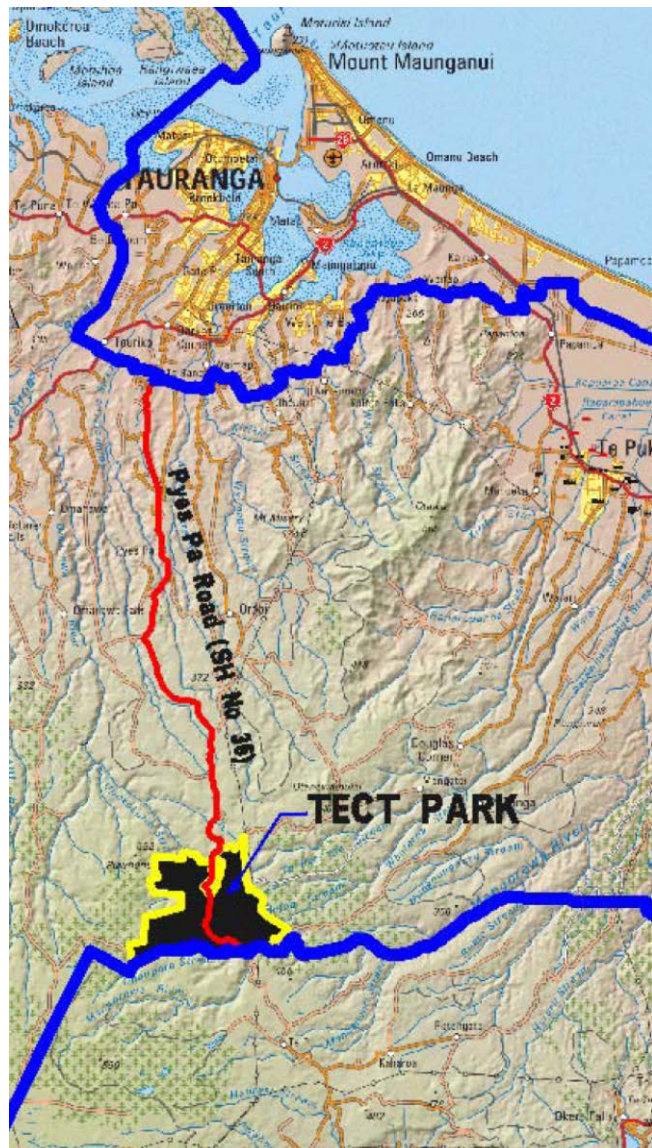
The TECT All Terrain Park is situated off State Highway 36, the main road link between Tauranga and Rotorua. In terms of distances from major service centres, users will only need to travel 29kms from Tauranga, 27kms from Rotorua or 30kms from Te Puke to get to the Park.

The TECT All Terrain Park consists of a combined area of approximately 1642 ha. Mangatoi Road forms part of the northern border with the south-western boundary being with the Ohaupara Stream and Department of Conservation estate, at Pyes Pa Road (SH 36) bisects the Park. Te Matai, Whataroa and Ngawaro Roads also run through parts of the Park.

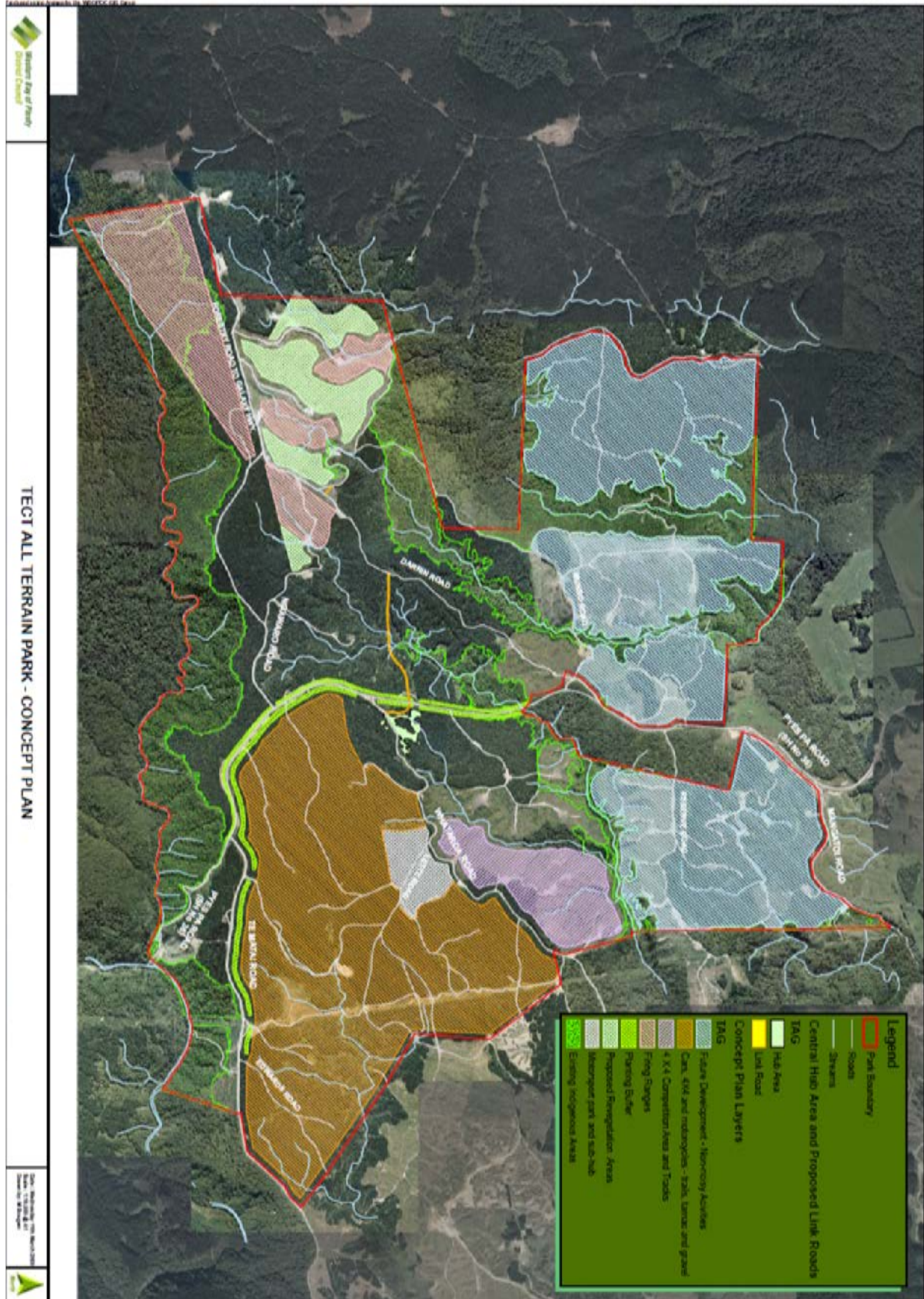
The site has been utilised for forestry purposes for many years and consists primarily of exotic forestry plantations, and areas of native regeneration where recent cutting has occurred. As part of this activity, a number of forestry roads and harvesting areas have been developed and are located on the site. The area is of a mixed contour containing areas of relatively flat and undulating land with a number of steep gullies.

The existing environment is characterised by the forestry activities including logging, pruning, provision of access tracks, movement of logging trucks and other forestry vehicles.

An aerial map of the Park are attached in Appendix 1. The Park has been conceptually zoned to accommodate a variety of uses according to activity type. Shown on next



page as at June 2009 and is expected to be updated as user group proposals are approved.



## LEGAL DESCRIPTION

The subject site is owned by both the Western Bay of Plenty District and Tauranga City Council. The areas bounding the Park and not owned by the Councils are Lot 2 DP 368811 (CT 279873), which is owned by GRO 5 Limited (Rob Moore), Lot (5) owned by Omanawa Farms, Lot (6) owned by S Merriman, part Section (24) owned by B Hopping, various plantation forest areas owned by the Crown and managed by Crown Forest Management/PF Olsen and areas of Department of Conservation land. The largest portion of the boundary is shared with the Department of Conservation. The Moore and Omanawa Farms land has recently been converted into a dairy operation. The nearest house to the park is located approximately 0.4 kilometres from the closest point of the Park.

### Parcel Descriptions

The Park is made up of 21 separate parcels purchased in two stages.

Parcel ID	Legal Description	Parcel Location	Land Area (ha)	Valuation Number
1339/266	PTLOT4 DP345266 Taumata	Pyes Pa Road	54.3276	06875 085 00
1671/21	SEC 6 SO354471	Ngawaro Road	0.1602	06875 085 00
1671/20	PTLOT 1 DP345266	Ngawaro Road	373.9843	06875 085 00
1676/29	PTLOT 1 DP364476	Whataroa Road	381.2440	06875 085 00
1676/21	PTLOT 3 DP345266	Whataroa Road	68.9320	06875 085 00
1675/48	PTSEC 25 SO31832	Mangatoiro Road	104.2809	06875 085 00
1671/4882	SEC 5 SO6957	Ngawaro Road	54.2278	06875 085 00
1671/4204	SEC 3 SO6957	Ngawaro Road	55.7859	06875 085 00
1671/397	PT TAUMATA ML11191 TAUMATA	Ngawaro Road	4.6541	06875 085 00
1671/3646	SEC 1 SO6957	Ngawaro Road	61.1075	06875 085 00
1671/11	PTLOT 2 DP345266	Ngawaro Road	165.3147	06875 085 00
1339/27141	SEC 5 SO57481	Pyes Pa Road	0.0037	06875 085 00
1339/26963	SEC 26 SO13002	Pyes Pa Road	72.4387	06875 085 00
1339/26498	SEC 1 SO57481	Pyes Pa Road	0.5475	06875 085 00
1339/26310	PTSEC 2 SO6957	Pyes Pa Road	50.5712	06875 085 00
1339/25322	SEC 6 SO6957	Pyes Pa Road	55.4419	06875 085 00
1339/238	PTSEC 29 SO17435	Pyes Pa Road	38.4095	06875 085 00
1339/186	LOT 9 DP345266	Pyes Pa Road	0.2554	06875 085 00
1339/181	PTSEC 2 SO6957	Pyes Pa Road	44.4660	06875 085 00
1339/180	PTSEC 4 SO6957	Pyes Pa Road	52.1143	06875 085 00
1339/163	SEC 9 SO57481	Pyes Pa Road	0.2820	06875 085 00

## 2.3 SITE CHARACTERISTICS

The Park's characteristics are summarised as below:

- Topography

The area is of a mixed contour ranging across a plateau incised by quite steep gorges. A number of watercourses are also present. The elevation ranges from 571m at the high point to 370m at the lowest point.

- Vegetation

The TECT All Terrain Park includes some 1,642ha of land, currently comprising forestry and native bush. The site is primarily still used as a production forest with the majority of the site consisting of exotic plantations. There are however significant areas of indigenous forest and increasing areas of cut over forestry. PF Olsen<sup>2</sup> manages the remaining forestry cutting rights and controls access across most of the Park.

- Access

Roads and tracks are established throughout the Park as part of the forestry operation and most of these will be utilised as part of a re-named roading and pathways system. Primary access to the Park from the state highway is via the Whataroa Road intersection.

- Use

A wide range of uses and users are anticipated to seek out the Park as their home or frequent destination. When opened, toward the end of 2009, the TECT All Terrain Park will join a network of sub-regional parks that currently includes the Papamoa Hills Heritage Park and the Huharua Harbour Park at Plummers Point.<sup>3</sup>

- Services available

There are very few services available. The Park is a rural setting at the eastern edge of the Mamaku plateau, an area not serviced with utilities or full flowing watercourses.

The Park has no water, sewerage, power, or communication supplies. Cell phone coverage is sparse, and the Park staff communicates via VHF radio.

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<sup>2</sup> Forestry company

<sup>3</sup> WBOPDC TECT All Terrain Park website

As such 'off the grid' energy sources will be considered and sustainable practices pursued. The Park's Management Plan will articulate these more fully. User Groups are to be fully aware that as a remote location the Park will not be endowed with the opportunity or presence of urban comforts such as the connectability to abundant and continuous utility services.

- Any other characteristics

It is expected that production forestry use will be largely phased out over time as the forests are milled and staged development of the recreation activities occurs. Limited plantation forestry, native regeneration and exclusive amenity planting will maintain forest cover and land use for the purposes of meeting ETS<sup>4</sup> obligations and other management objectives.

At the time of purchase, the site was surrounded by either Department of Conservation estate or other forestry operations. Since this time two large dairy conversion units have replaced some of the forestry activity.

In user groups' proposals, their proposed management plans are to describe their proposed activity in terms of their sites:

- Topography
- Vegetation
- Access
- Use
- Services available
- Any other characteristics

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<sup>4</sup> Emissions Trading Scheme (ETS)

### 3.0 PROPOSAL REQUIREMENTS AND PARK USE

#### 3.1 USER GROUPS

User Groups are required by the resource consent conditions of the Park to be specific in their proposals to be permitted to use the Park, e.g.,

- Nature of the activity.

*What the activity involves and characteristics of the activity. Details including the use of the ancillary buildings or structures.*

- Site layout including the location of buildings and other specific characteristics of the activity.

*Layout of the lease area to accommodate the activity, including buildings and the activity itself.*

- Use.

*Including hours of operation, frequency of use, seasonal variations.*

- Anticipated numbers of users.

*Include details of anticipated weekday use, weekend use, special event use and comments on growth forecasts.*

- Access and car parking

*Location of the access and car parking areas, including number of car parks and standard of formation (an all weather surface).*

- Servicing requirements

*Details of what services are to be provided (electricity etc.).*

- Features of the Club

*Status of the club, affiliations, operational standards*

- Other

*Whether facilities are to be shared, security fencing, lighting, general landscaping (existing and proposed).*

Refer to the *Appendices* for the proposed activity location plans.



**CREATE**



**CARE**



**PLAY**

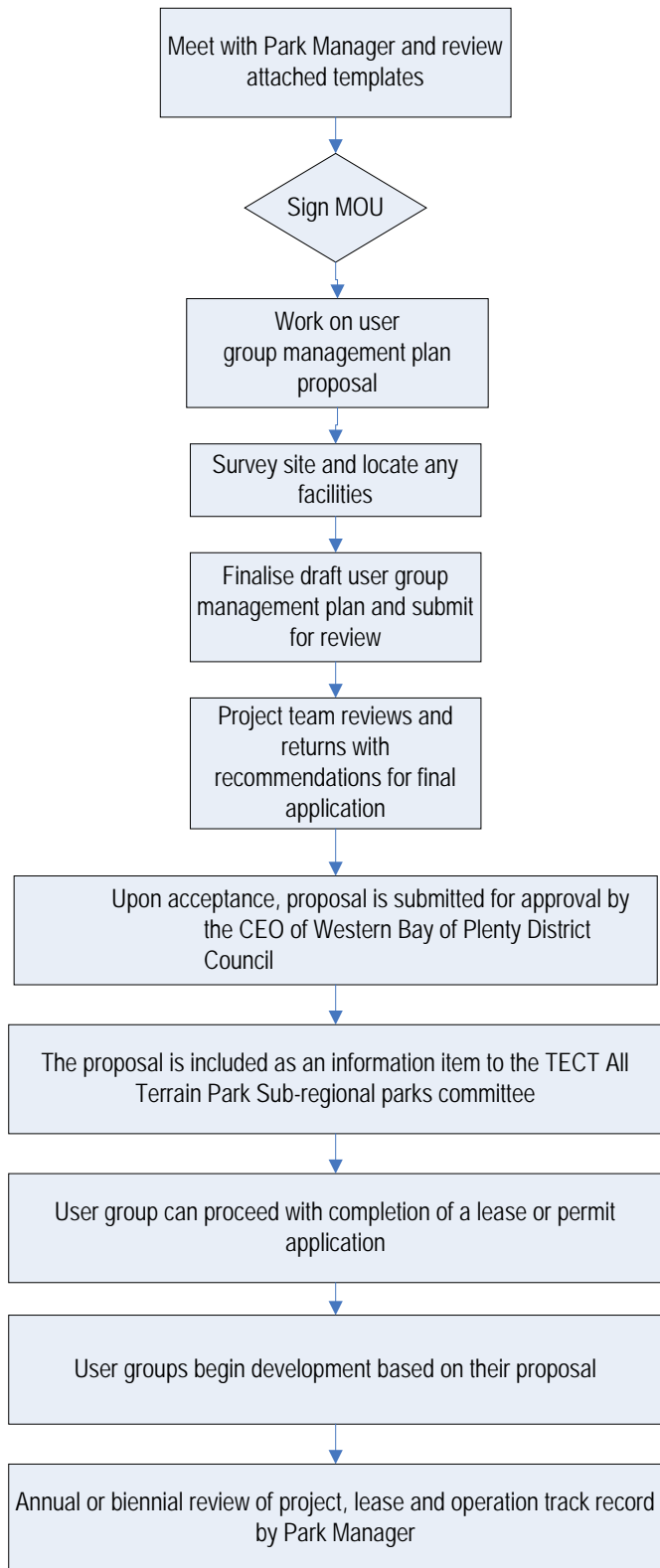
### 3.2 PROCESS FOR REGISTERING INTEREST & DEVELOPING USER GROUP MANAGEMENT PLANS

The process for User Groups to pursue occupancy within the Park is to firstly enter into a Memorandum of Understanding (“MOU”) to identify and record areas of common interest between the Parties in relation to the TECT All Terrain Park, and to record the mutual understanding and good faith of the Parties.

For the duration of the MOU, WBOPDC and the respective User Group work cooperatively to develop a User Group Management Plan and a lease document for the area of interest in the Park.

This MOU comes to an end either one year from the date the MOU was signed or when the MOU is superseded by a formal lease and user group management plan being formally accepted by WBOPDC’s Park Manager and WBOPDC.

One month prior to the end of the term of the MOU, a meeting is held by the Parties to discuss the effectiveness of this MOU and to review the scoping undertaken during the year, and any issues that may have arisen. By mutual agreement, the Parties may extend or renew the MOU for further periods of time, and the Parties may agree either on the same terms or on varied terms. Copy in Appendix 8.





## 4.0 BASIC ASSUMPTIONS

Overall, the availability of the Park to User Groups relies on an investment of time by the groups themselves to follow an occupancy process to ensure their needs are met alongside other users, the needs of other Park visitors, and the values of the Park overall. These values are also influenced strongly by the requirements of resource consent conditions which must flow onto how users may impact upon the Park.

The basic overall assumptions are:



- WBOPDC leads the implementation of the Park
- WBOPDC will manage the unoccupied areas of the Park.
- User Groups and other prospective tenants are engaged on a 'first come, first served' basis when applying for occupancy approval
- That WBOPDC guides prospective tenants through a standard process based on the resource conditions granted
- That 'User Groups' is inclusive of education, tourism, recreation, environmental and Tangata Whenua groups, which for the purposes of Park occupancy these User Groups will all need to undertake the standard process referred in Section 3.2.
- The Park site and the process to achieve occupancy at the Park as a user group have constraints; these include, for example:
  - Ecological and cultural protection sites or areas
  - Capability amongst users
  - Compliance of proposals with the aims and objectives of the Park
  - Consent requirements
  - Council resources
  - Access to the proposed site
  - Physical limitations of topography
  - Demonstration that the management of the project complies with industry Best Management Practices applicable to those activities being proposed

- Operational costs will be levied upon users and commercial operators via leases, licences and permit fees and rentals.

## 5.0 ISSUES

The following sections describe potential issues in relation to activities that may operate within the Park. This also includes the Council's own operation of equipment in the Park. The issues include resource management issues which are required to be addressed as a condition of the resource consent issued, Council operational requirements and issues surrounding special events held at the Park.



**CARE**

One of the anticipated influences on the Park is the 'day use' dimension of visitors to the Park. These are people who do not constitute any part of a User Group and are likely to have varying needs.

The Park is likely to start with a 'day time only' management restriction, with the hours of daylight governing a reduced access and reduced services approach. This will reflect the evolution of the Park growing in time, like very Park. Limited 'after hours access' may be allowed. However, this will be as an activity granted only by permit by the Park Ranger or Park Manager.

It is acknowledged that the impacts of traffic are of concern to NZTA. This Development Plan identifies in the following sections that WBOPDC has 'the bases covered' in terms of being able to manage unknown factors. This will be achieved due the extent of traffic monitoring WBOPDC has undertaken to do, and obligations required of others looking to operate in the Park. This will provide for very little surprise involved in eventual traffic impacts. The Special Events Calendar will be the primary tool along with conditions required being passed onto others in a collective approach.

There is a specific requirement for User Groups to annually provide an updated summary (say 1 page) of the previous year's events, numbers of participants, and projected scheduling for the following year's events and expected patronage.

Note: Not all activities will need to detail how all these matters are to be managed. Some issues (e.g., noticeable traffic impact) may not be relevant to particular activities. It must also be acknowledged that not all User Groups will consist of entirely firearm or vehicle based pastimes.

## 5.1 RESOURCE CONSENT MANAGEMENT PLANNING ISSUES-FOR THE DEVELOPMENT PLAN

### 5.1.1 Noise

The operation of Park equipment or User Groups' equipment may trigger the following requirement, directly quoted from the consent:

*Where the activity is a significant noise producing activity (an activity with a total A-weighted sound power level of 95 dBA or greater), such as the shooting of firearms and motorised sports, a Noise Management Plan will be required. If the activity is not a significant noise producing activity a Noise Management Plan is not applicable.*

*An Acoustic Engineer will be required to prepare such a plan. Noise mitigation and management measures will be required to be adopted to ensure compliance with the noise limits and minimise potential for adverse noise effects to arise. The following is guidance to what information will be required to be considered:*

- **Time of when Activities will be occurring:** Details of the times when activities will be occurring. To assist in terms of the assessment against the provisions of the District Plan and the conditions of consent, the time periods are between 7am and 10pm, and 10pm to 7am (Monday to Saturday), 7am to 6pm, and 6pm and 7am (Sundays) and public holidays.
- **Buffer Zones:** Distance from nearest affected rural neighbours. Buffer areas should be identified on a site plan.
- **Topography and Ground Cover:** Discussion of barriers, natural and/or man-made, which can absorb, dissipate or disrupt noise. This includes areas of vegetation, topography and contours of the land, earth cuts, fences or structures.
- **Special Audible Characteristics:** Specific note should be given to noise from sources which contain "special audible characteristics" (such as tonality or impulsiveness, e.g. gunfire).
- **Cumulative Effects:** The noise consent conditions refer to noise received at nearest rural dwellings. Therefore cumulative noise from a variety of sources operating simultaneously is required to be considered to ensure compliance with the noise provisions.
- **Complaints and Reporting Procedures:** A responsible person shall be appointed to receive and investigate any noise complaints received from neighbours. The Tauranga City Council and Western Bay of Plenty District Council shall be advised within 48 hours of any complaint regarding noise

*from the activities on the site, and be advised of the action taken to remedy or mitigate the cause of the complaint.*

- **Monitoring and Review:** *Compliance with the noise limits and monitoring of noise from the activity on the site shall be the responsibility of the operator. Monitoring of noise should be undertaken periodically to identify any problem sources of noise. This includes maintaining a log of the results of noise monitoring which has been undertaken.*

### 5.1.2 Traffic Impact Assessment

All access to the Park from the state highway will be obtained from the upgraded SH36 intersection, and no additional access points from the state highway will be allowed for recreation traffic on or off SH 36 (also referred to as Pyes Pa Road).

In relation to managing traffic thresholds:

*A Traffic Management Plan may also be required to detail measures in relation to construction and event management.*

*Included within the appendices is a Transportation Assessment guide for User Groups. This guide outlines the purpose and the typical components of a Traffic Impact Assessment, and Travel Demand and Traffic Management Plans (if applicable), and summarises key information in regards to the different Assessments and Plans, and the data requirements that will assist in their preparation.*

*To complete this assessment a Traffic Engineer will need to be engaged.*

*Once the Traffic Assessments are completed, any conclusions and recommendations and the methods of implementation of those recommendations should be included within (the User) Management Plan proposal.) This requirement also applies to be undertaken for inclusion in the Park's Management Plan as well).*

The Special Events Calendar will be the platform for approval decisions and conditions on event organisers in accordance with the resource consents, particularly traffic impact. A fundamental threshold will be the consideration of other activities already present and other use of the day(s) sought by respective event applicants and in some cases existing users. Conditions relating to discretion to approve or otherwise events will be based on potential vehicle impacts.

### 5.1.3 Building and Landscape Assessment

User Group proposals and the Park Management Plan are required to discuss and explain the following:

*User Group proposals for buildings and structures within the hub areas will need to be approved by the TECT All Terrain Park Manager. Consideration will be given to:*

- *The scale of the building in relation to the needs of the users*
- *How the building fits with the hub concept*
- *The siting, design, materials and colour of the building*
- *The financial position of the applicant to properly construct and maintain the facility, and ongoing associated costs.*
- *The conservation of open space, views, significant vegetation and significant landscape features<sup>5</sup>.*
- *The public components of the building*

*Where approval is given the applicant will be responsible for obtaining all necessary building consents before any work commences on site. In addition the applicant must comply with all bylaws, regulations and statutes pertaining to the construction and operation of the building or structure.*

*The nature and extent of the landscape assessment is dependent on the location and scale of the activities and buildings. A brief assessment will be required if the potential landscape effects are internalised or very minor. If the activity is in a visually prominent location, the scale of the activity or building is significant, a landscape assessment from a suitably qualified person may be required.*

User Group proposals and the Park Management Plan are required to discuss and explain the following:

- Location of the activity/buildings

*Discuss the location of the activity and any buildings within the site boundaries.*

- Integration into the surrounding environment

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<sup>5</sup> Significantly, it is noted that in all but the deepest running streams, that most water courses remain as occasional flow areas throughout most of the year, pers comm., Ric Balfour, TECT All Terrain Park Manager, February 2009

*Discuss how the activity and buildings will integrate into the surrounding environment, particularly as to not adversely affect rural amenity. This should include a description of the visual effects of the activity such as the size and colour of buildings, fencing required, proposals for screening rubbish/service areas, whether any existing vegetation is to be removed, the land is to be re-contoured, landscaping is proposed, visibility of the activity from other areas or the road.*

- Integration with overall Park Landscape Design

*A landscape and building design guideline will be developed generically for the Park and any proposals should be consistent with this. Comment on compliance with this guideline.*

*Refer to the appendices for landscape and building design guideline/proposed drawings.*

#### **5.1.4 Signage**

Park signage will be subject to a specific signage plan, which will be inclusive of the four core values, include brand management compliance information, and design cues and standards for the implement of the signage plan to follow.

User Groups will be required to follow a number of specifics in this regard. User Group proposals and the Park Management Plan are required to discuss and explain the following:

*Signage will be required for information and safety purposes.*

- *Describe the signage that is to be located on the site, identifying the size, quantity and location of the signage.*
- *The signage should be consistent in terms of style and information provided and should also comply with the TECT branding guidelines and sign design manual.*
- *Signs shall be maintained to a standard and condition to the TECT All Terrain Park Manager's satisfaction.*

*There shall be no individual signage along the public road frontages. Signage along the road frontages are subject to resource consent limitations. Signs shall be generally Park related and are to be administered by the TECT All Terrain Park Manager.*

Refer to the Appendices for Brand Management Requirements and the Appendices within the template for User Management Plan proposals for sample

signage drawings. A comprehensive Sign Design Manual will be produced by the TECT All Terrain Park Manager to provide guidelines for all signage in the Park.

### 5.1.5 Lighting

Lighting will be keenly reviewed for any inclusion at the Park. Even though outlined with conditions within the resource consent conditions, there is a compelling proposal before the park that the TECT All Terrain Park become a 'Dark Park'. A 'Dark Park' provides a night sky experience now becoming rare worldwide. User Group proposals and the Park Management Plan are required to discuss and explain the following:

*Whether any lighting is proposed.*

- *Its purpose, extent, intensity, direction, timing etc.*
- *Will there be any effects beyond the immediate activity.*
- *How any off site effects are avoided or mitigated.*
- *If significant lighting is proposed a management/operational plan for lighting may be required depending on whether or not the effects of it can be internalised.*

If applicable, a *Lighting Management Plan* will need to be referred to in User Group Proposals and the Park Management Plan.



**Photo 1:** A "Dark Park" concept will be considered for the Park

### 5.1.6 Environment Bay of Plenty Consents

A range of developments within the Park will be subject to the following. Environment Bay of Plenty (EBOP), the Regional Council, to address any issues in relation to earthworks, effects on waterways, coastal and air.

User Group proposals and the Park Management Plan are required to discuss and explain the following where consent may be required from EBOP depending on the nature of the activity. Consent may be required from EBOP for the following activities:

- *Land use Consent:*
  - *The placement of a crossing or structure in or over a river, stream, or lake; disturbance of the bed of a river, stream or lake.*
  - *Earthworks – formation of building platforms, site formation, track formation. Earthworks of over 2,000m<sup>3</sup> require a resource consent.*
  - *Vegetation clearance.*
- *Water:*
  - *Take groundwater.*
  - *Dam water.*
- *Discharge:*
  - *Onsite effluent discharge.*
  - *Stormwater.*

*Relevant provisions of the Regional Land Management Plan and the Proposed Regional Water and Land Plan will be required to be complied with.*

*An Assessment of Environmental Effects (AEE) is required with a resource consent application for anything other than a permitted activity. This includes an assessment of the actual or potential effects the proposal may have on the environment and should include:*

- *Details of the activity, the scale (area effected, volume), scope, effects of the proposal, when the activity is to be undertaken, and how long it will occur for, method of works to be undertaken, and engineering designs, if appropriate.*
- *Description of the existing area including topography, vegetation, drainage patterns, water courses, ecological features etc.*
- *The specific requirements for each type of consent is outlined on the Council application forms which are attached in the Appendices. These are required to be completed when lodging an application.*



## 5.2 OTHER DEVELOPMENT PLAN ISSUES WHERE THESE WILL AFFECT THE USER AND PARK MANAGEMENT PLAN ISSUES

The Park has a limited capacity to accommodate intensive, or extensive exclusive use proposals. This Development Plan acknowledges that while overall the Park consists of a large area designed to accommodate a wide range of users, it has been zoned to minimise incompatibilities and maximise coordination between compatible uses.

This has been dictated by the limitations of the size of the Park, the terrain capacity, consideration of safety, and resource consent limitations, e.g., noise. One of main considerations is to prevent inappropriate or unsafe 'overlapping' between activities. This is where physical contact, other risks, and a loss of enjoyment are sought to be prevented so as not to ruin people's recreation experience.

It is also needs to be acknowledged that non firearm and vehicle pastimes will also be able to use and occupy areas of the Park at the discretion of the TECT All Terrain Park Manager. The User Group proposal process will be the standard approach for seeking approval for occupancy for all activities seeking areas at the Park.

### 5.2.1 On-Site Activity Management (General)

This section refers to specific on-site operational procedures that are not specifically covered by resource consent conditions. User Group proposals are *required to discuss and explain the following, including but not limited to, e.g.*

- *Who is responsible for the day to day operation of the facility (provide contact details).*
- *How will those who are using the facility be monitored and controlled.*
- *How will the facility be secured when it is closed (provide information on fencing and gates).*
- *How will potential conflict with other Park users be avoided.*
- *How will access and activity conduct be promoted between adjacent activities.*
- *Are there any commercial activities associated with the proposed use and if so what are these.*

- *Will fees be collected for the use of the Park – if so how will this be used/distributed.*
- *How will the facilities and surrounding areas be maintained.*

### 5.2.2 Activity Specific Environmental Effects

The Park area at present is free of many of the items and legacy issues User Groups and visitors may introduce as a result of their activity. The Park Managers are also aware of this and at every step will pre-emptively evaluate their potential impact as the Park is developed. Council will also lead awareness and regulation to ensure this occurs. This is detailed further in the following section.



Environmental care requires a complete and consistent approach across planning, policy and to operations at the Park, regardless of whether it is the Council, Park visitors, or User Groups.

The Ecological Assessment identifies protection and risks from plant/animal pests. Some activities or site modification may not be appropriate.

User Group proposals and the Park Management Plan are required to discuss and explain the following:

*Discuss any effects on the environment that are specific to the activity and how these are to be managed. This could include:*

- *Disposal of materials in relation to the activity, such as lead pellets from shooting, horse feed and waste, requirement for wash down areas*
- *Any site specific requirements in relation to operational and safety needs.*
- *Land re-instatement and mitigation of adverse effects*

### 5.2.3 Waste Disposal, Power, and Water Supply

The aim for the Park is to promote sustainable waste management by promoting waste minimisation to eventually achieve a zero waste target. Provision of water and power may be significant development costs and as far as practical sustainable energy sources are to be utilised.

Specific outcomes from this Development Plan will oblige respective User Management Plans to support and adhere to. With regard to waste, the Park's Development Plan shall:

- Ensure the provision of accessible recycling facilities as an integral part of the Park's waste management. These will be present at the Hub. User

Management Plans shall support this approach by their similar facilities being in place or a system to handle waste in the way the Park does, potentially in conjunction with Park facilities.

- There shall not be any 'burn barrels' anywhere on site. Waste shall not be burnt nor buried.
- To eventually achieve a zero waste target the Development Plan identifies that ongoing management messages will require to be promoted to profile a range of practical messages advising that all potential waste that has been transported into the Park needs to return with users or visitors to where they came from. As such, this Development Plan is not inclusive of any traditional 'rubbish bins' being installed at the Park. Overall, a specific Waste Minimisation Plan for the Park Hub will be instigated, actively managed and improved on an ongoing basis by the Park Ranger with the assistance of waste minimisation stakeholders.
- The Park shall pursue a 'litter free' status. One visible expression of this will be a 'bin free' environment. However, there will be provision, in association with educational messages, for receptacles for disposal of wet biodegradable materials such as food scraps, napkins (soft paper products), etc.
- The Park shall provide a worm farm waste bin and educational messages around the disposal of waste for vermiculture. The Park shall maintain a facility and the Park ranger shall incorporate this into the 'Waste Minimisation plan'; all other waste shall be encouraged to be taken home.
- The Hub site has septic sewage disposal. However to enter this system this will be only via a Hume mini-treatment system (RD5000 eco-tank), or similar EBOP<sup>6</sup> approved toilet. Used around lakes and reserves they are checked annually. Sewage enters the tank, and after treatment is discharged along a 100m channel. These toilet systems can achieve 95% purity in their effluent<sup>7</sup>.
- Water supply will be an area of significant challenge. Water courses on this upper plateau have little or no flow and the primary source for the Park buildings will be rain captured water.
- Power supply source for the central hub is mains power. For all other areas of the park "off the grid" power options are envisaged

With regard to materials supply:

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<sup>6</sup> Environment Bay of Plenty, the Regional Council of the Bay of Plenty

<sup>7</sup> Pers Comm., Garry Page/ Mac Pacey, minutes of the Lake Okaro Action Plan Community Meeting, 30 September 2004 at Rerewhakaaitu Settlers Hall.

- It is acknowledged that the Park 's Development Plan, ongoing Operational Management, and User Management Plans will introduce many new materials into the Park that weren't there before, e.g. from new assets to consumables such as toilet supplies and gun ammunition. Such materials are to have either a neutral or even a beneficial effect to the environment as a baseline requirement for them to enter the Park. If this is unable to be done, a proposal is required to how these effects would be mitigated if unavoidable.

#### 5.2.4 Archaeological

The Development Plan explicitly acknowledges the Park's responsibilities under the Historic Places Act 1993. In particular with the development of the Park, ensuring the User Group's are obliged to be aware and follow the same protocols under a formal planned approach should discoveries be made.

The Park staff, contractors, and User Groups will be required to note that if during any construction of any facilities, including access, or through the activities occurring on-site any archaeological sites are uncovered or there is reason to expect that an archaeological site may exist, then work must stop until the site can be assessed by a qualified archaeologist (who will in turn be required by Council to advise all relevant Tangata Whenua and Manu Whenua) and the appropriate steps undertaken. It will be advised to all parties that the standard procedure will be to contact shall be made directly to the TECT All Terrain Park Manager in the first instance.

The Park has a cultural resources assessment that identifies significant sites which may prohibit or limit activities in or nearby those sites. It is acknowledged that Iwi feedback may lead to further procedures being required.

#### 5.2.5 Other Issues to be Considered when User Groups Propose Developments

User Group proposals and the Park Management Plan are required to discuss and explain any other possible effects as a result of the proposals and developments may have on the environment and how any adverse effects may be mitigated, and how this would be implemented. Council will identify the Park's approach to possible adverse effects more fully in Park Management Plan. The direction indicated in this development plan however, does through the use of the four core values articulate higher and lower level actions the Park will take to have as neutral as possible effect on the environment.

## **5.3 OTHER COUNCIL OPERATIONAL REQUIREMENTS**

### **5.3.1 TECT Branding**

All User Groups will be required to use the correct Park naming and when doing so in physical situations only material explicitly following the TECT All Terrain Park shall be used. The 'Brand Management Kit' is available on request.

### **5.3.2 Occupational Safety and Health (OSH) Requirements**

The approach to OSH requirements is to be evidenced via an activity specific OSH assessment required to be included in the respective User Management Plan proposals. These are to detail how the activity will comply with the OSH requirements.

In addition to the activity specific OSH assessment there will also be a requirement for the proposed User Management Plan to identify compliance with the overall OSH requirements for the Park. The users are to use the Park Occupational Safety and Health Plan as a guide as attached in the Appendices.

This document identifies those policies required to demonstrate compliance with the Act.

### **5.3.3 Pest and Weed Control**

The approach to this will be an integrated one with the Park User Groups. User Groups are required to undertake their own pest control for invertebrate and plant pests within their activity area.

The User Group proposals shall identify how pest and weed control and management be undertaken, including when, by whom and what methods/chemicals are to be used. As notification of spraying etc or signage indicating where this has occurred is required, these procedures for this shall be outlined within the User Group's proposed Management Plan. The User Groups shall note that pest and weed management shall be consistent with that used for the greater Park and must comply with the provisions of the Biosecurity Act and the Regional Plan as attached in the Appendices.

### **5.3.4 Rural Fire Management Plan**

The Park is subject to the Forest and Rural Fires Act 1977 and the Councils operate the Park under the Pumicelands Rural Fire Authority Fire Plan as attached in the Appendices. All User Groups' proposed Management Plans shall show compliance with this Plan as part of their proposed Management Plan.

### 5.3.5 Additional Regulations

Additional regulations are likely to require the need to be adhered to, e.g., firearms, range certification, etc. User Groups shall be required to evidence the confirmation of compliance with such regulations, bylaws or licensing requirements. For example, this may include the provision of food on the site, right through to independent range certification for rifle range's or vehicle regulations for four wheel drive vehicles.

## 5.4 SPECIAL EVENTS

Where groups who intend hosting large special events, (special events are defined as being an event that will or is expected to generate more than 5,000 people at any one time, as defined by the conditions of consent), each event will require a specific special events plan. The following restrictions are placed on special events:

- There are to be no more than six special events per calendar year (for the entire Park).
- Special events shall not exceed three calendar days in duration plus two additional days, one for setting up prior to the event and one day to tidy up afterwards.

Notification (requests) of when special events are to occur should be made to the Park management at least one year in advance. All other activities which use the Park should be notified of the special event at least nine months in advance

Operational details that will be required to be addressed include:

- The date(s) of the event, name of the organisation holding the event and key contact people (contact details required).
- The nature of the event including its duration and purpose.
- Timelines for site preparations and site decommissioning.
- The location of the proposed event, proposed car parking, along with additional facilities and servicing areas. An overall site plan drawn to an appropriate scale is required identifying these area.
- How event facilities are to be administered – is there an event manager (contact details).
- Are fees to be taken and how is the income to be distributed.
- Refuse disposal, toilet facilities, water and power supply.

- Compliance with noise standards.
- Proposed signage.
- Site re-instated plan.
- Security to be provided on the site and how this will operate.
- Medical services and any other safety actions.
- Details on how the event may affect other Park users and how this will be remedied mitigated or avoided.
- A copy of public liability insurance.
- Will food and/or beverages be provided and have/will appropriate licenses been obtained.
- A Traffic Management Plan shall be prepared by a suitably qualified Traffic Engineer. It shall include the following:
  - The mechanisms to be employed to manage the safe and efficient movements of site generated traffic onto and off Pyes Pa Road and the access road(s) and along the length of Pyes Pa Road/Tauranga Direct Road, including any one lane bridges.
  - A single point of contact to field general enquiries and complaints and the procedures for dealing with them.
  - Emergency vehicle access.
  - Event traffic routes, volumes and hours of operation.
  - Event site layout including car parking and visitor facilities.
  - Details for the requirements in NZ Transport Agency's Code of Practice for Temporary Traffic Management.
  - The Traffic Management Plan shall be submitted for approval to the Western Bay of Plenty District Council and NZ Transport Agency being the road controlling authorities, and also to the Principal Administrative Officer and approval granted prior to the event being undertaken.

Note the following:

- That the implemented Traffic Management Plan in relation to the first six special events be monitored by a suitably qualified and independent Traffic

Engineer and thereafter on an annual basis if events are staged in that calendar year. The monitoring programme shall:

- o Record the cause and effect of the implemented special event traffic management plan.
- o Identify any adverse traffic effects that may results.
- o Further recommendations for appropriate amendments to the special event traffic management plan or other mitigation measures shall be identified and forwarded to and discussed with the road controlling authorities and their recommendations be included in any required changes.



## 6.0 CONSENT CONDITIONS IMPLEMENTATION PLAN

### Long Term Development Plan (LTDP) and Development Plan Consent Requirements for the TECT All Terrain Park

#### Implementation of Development Plan

Implementation Action	What	Who Leads	Who Supports	How Much/What Resources	When Deadline (RMA) Status/Where We Are		How will we know it's been successful?		Complete Y/N	
					Deadline	At Status	KPI	BMP		
<p>1. <b>CONDITION 3 PART</b> By the 1st of September 2011, the consent holder(s) will develop, in consultation with NZTA, a Long Term Development Plan for the use of the Park and access to it.</p> <p>The Long Term Development Plan will recognise the need for integrated access arrangements to the Park but will also recognise that not all parts of the Park will be able to be served by one access point.</p> <p>The consent holder(s) recognise that its Long Term Development Plan for the Park may need to be constrained to take account of the consent holder(s) provision of access.</p>	<ul style="list-style-type: none"> <li>A strata of linked planning is already in place which comprehensively takes core long term responsibilities against this condition. The WBOPDC and TCC respective LTCCP's have approved project and an ongoing programme to confirm funding over the next ten years e.g. Management Plan, Development Plan</li> </ul>	<ul style="list-style-type: none"> <li>WBOPDC TECT ATP Park Manager</li> <li>Sub Regional Parks Committee</li> </ul>	<p>Councils will develop, in consultation with NZTA</p> <p>Principal Administrative Officer of Council.</p> <p>Interested Parties;</p> <p>NZTA, Forestry cutting rights owner, adjoin landowners, usual stakeholders and users</p>	<ul style="list-style-type: none"> <li>Staff time – TECT ATP Manager 40 hrs</li> <li>Sub Regional Parks Committee 40hrs</li> </ul>	By the 1st of September 2011	Done 12/05/2008	by	<ul style="list-style-type: none"> <li>Linked planning approved and implemented through execution of annual plan based in 3 year levels of service commitment</li> </ul>	<ul style="list-style-type: none"> <li>Goals and objectives met within budget</li> </ul>	Y
<p>2. <b>CONDITION 3 PART</b> THAT prior to the commencement of activities authorised by this consent a Development Plan showing the intended location of specific interest areas and activities and associated buildings and facilities including the location of any Park Centre access details and parking areas, and including Park operational details, shall be submitted to the Principal Administrative Officer of Council, or his/her delegate, for approval. This plan shall be consistent with the conditions of this consent and shall be modified and resubmitted as new areas of the Park are developed by way of a new Management Plan.</p> <p>This plan and its modifications will be prepared in consultation with NZTA</p> <ul style="list-style-type: none"> <li>The amenity/buffer strip referred to in condition 19 of this consent.</li> <li>The integrated access route networks by which it is proposed to service and conduct activities.</li> </ul> <p>As part of the preparation of the development plan, the consent holder(s) will undertake, in consultation with NZTA a review, of the existing local road intersections with Pyes Pa Road to ascertain the feasibility of having one Park access point to Pyes Pa Road to service both the eastern and western side of the Park, and/or reducing the number of local road intersections with Pyes Pa Road.</p>	<p>Diagrammatic representation</p> <p>A specific site plan inclusive of Park buildings will be completed on Council's GIS system. This will be in the form of a series of maps representing:</p> <ul style="list-style-type: none"> <li>The concept map showing 'zones' for respective codes</li> <li>The cultural resources map</li> <li>The archaeological resources map</li> <li>The ecological resources map</li> <li>The noise 'buffers' map</li> <li>The forestry rights/harvesting map</li> <li>The access plan/map</li> <li>Individual User Group site plan maps as available from proposals in hand</li> </ul>	<ul style="list-style-type: none"> <li>WBOPDC TECT ATP Park Manager</li> </ul>	<ul style="list-style-type: none"> <li>WBOPDC TECT ATP Park Manager</li> <li>WBOPDC Park Ranger</li> <li>WBOPDC GIS Team</li> <li>WBOPDC (Chris Watts)</li> <li>User Groups</li> <li>Principal Administrative Officer of Council of WBOPDC and TCC (or designate).</li> <li>In consultation with NZTA and Governance Committee (inclusive of Tangata Whenua)</li> <li>Interested Parties;</li> <li>NZTA, Forestry cutting rights owner, adjoin landowners, usual stakeholders and users</li> </ul>	<ul style="list-style-type: none"> <li>Staff time 40 hrs</li> <li>Staff time 40 hrs</li> <li>Staff time 20 hrs</li> <li>Staff time 2hrs</li> <li>Charge for all – 2 hrs</li> <li>4 hrs</li> </ul>	Prior to the commencement of activities			<ul style="list-style-type: none"> <li>Conditions of consent met and approved/signed off</li> </ul>	<ul style="list-style-type: none"> <li>Intersection functioning well, as designed and meeting consent requirements</li> <li>Sight lines maintained</li> <li>Signage effective and maintained</li> </ul>	Y
<p>3. <b>CONDITION 19</b> The Development Plan shall provide for an amenity/buffer/separation strip 10m in width abutting both sides of Pyes Pa Road on the full frontage (excluding existing entrances) of the All Terrain Park. This strip will be provided by way of covenant or other process agreed between the consent holder(s) and NZTA.</p> <p>The buffer strip may be varied in width in order to achieve a situation, following forestry harvesting where, except where a cutting would shade the road, vegetation shall not be planted, or allowed to grow in a position which will shade the carriageway between the hours of 10am and 2pm on the shortest day of the year.</p> <p>When forest trees are felled from this strip, no forest replanting rights will be granted within the strip.</p>	<p>2 specific maps cover the satisfaction of this condition, these are:</p> <ul style="list-style-type: none"> <li>The ecological resources map should identify a planting plan for the bottom strips (vegetation map) to comply with this condition i.e. height/species selection and maintenance guidelines for vegetation. This shall be made up of appropriate low growing native species maintained with this condition. Mowing of the first 3 metres of grass either side of the road carriage corridor shall be</li> </ul>	<ul style="list-style-type: none"> <li>WBOPDC TECT ATP Park Manager</li> </ul>	<ul style="list-style-type: none"> <li>Principal Administrative Officer of Council.</li> <li>In consultation with NZTA</li> <li>Interested Parties;</li> <li>NZTA, Forestry cutting rights owner, adjoin landowners, usual stakeholders and users</li> </ul>	<ul style="list-style-type: none"> <li>Staff time 10 hrs</li> <li>Staff time 10 hrs</li> <li>Staff time 5 hrs</li> <li>Staff time 0.5 hrs</li> </ul>	Prior to the commencement of activities			<ul style="list-style-type: none"> <li>Conditions of consent met and approved/signed off</li> </ul>	<ul style="list-style-type: none"> <li>Intersection functioning well, as designed and meeting consent requirements</li> <li>Sight lines maintained</li> <li>Signage effective and maintained</li> </ul>	N

Implementation Action	What	Who Leads	Who Supports	How Much/What Resources	When Status/Where We Are	Deadline We Are	(RMA) What	How will we know it's been successful?		Complete Y/N
					Deadline	At Status	KPI	BMP		
4.	<p><b>CONDITION 1</b> THAT the proposal be carried out generally in accordance with the plans and information submitted with this application, and referred to in the Commissioners Report (List of Documents) and the email from Harrison and Grierson dated 6 December 2004, except where modified by any conditions of this consent</p>	<ul style="list-style-type: none"> <li>undertaken as a fire mitigation measure</li> <li>The access plan map will show the integrated access route networks by which it is proposed to service and conduct activities</li> <li>Park Manager driven, infrastructure projects map</li> <li>Implementation of conditions as stated in the list of documents</li> <li>Assemble governance committee and Hire Park Manager</li> </ul>	<ul style="list-style-type: none"> <li>Compliance is sought via application with regard to operative proposed district plan guidelines and Building Act requirements</li> </ul>	<ul style="list-style-type: none"> <li>WBOPDC TECT ATP Park Manager</li> <li>WBOPDC Park Ranger</li> <li>WBOPDC GIS Team</li> <li>WBOPDC (Chris Watts)</li> <li>User Groups</li> <li>Principal Administrative Officer of Council of WBOPDC and TCC (or designate).</li> <li>In consultation with NZTA and Governance Committee (inclusive of Tangata Whenua)</li> <li>Interested Parties;</li> <li>NZTA, Forestry cutting rights owner, adjoin landowners, usual stakeholders and users</li> </ul>	<ul style="list-style-type: none"> <li>(External consultants) \$_____ Consent sum, designs and project management</li> </ul>	<ul style="list-style-type: none"> <li>Commencement by the 1/3/08 and Prior to the commencement of activities satisfied</li> <li>TECT ATP Ranger engaged in January 2008</li> </ul>	<ul style="list-style-type: none"> <li>Consents obtained and Council approval to proceed</li> </ul>	<ul style="list-style-type: none"> <li>Compliance with consents</li> <li>Follow Council Bylaws and outcomes from Council processes</li> </ul>	Y	
5.	<p><b>CONDITION 2</b> THAT the consent be held by Tauranga City Council and Western Bay of Plenty District Council (or any successor in terms of the Local Government Act) only. For the purpose of this consent Tauranga City Council and Western Bay of Plenty District Council shall be referred to as the 'consent holder(s)' and the consent shall not be transferred to any other party.</p>	<ul style="list-style-type: none"> <li>Acknowledged formally by Council's and applied where applicable</li> </ul>	<ul style="list-style-type: none"> <li>Completed</li> </ul>	<ul style="list-style-type: none"> <li>Completed</li> </ul>	<ul style="list-style-type: none"> <li>Completed</li> </ul>	<ul style="list-style-type: none"> <li>Completed</li> </ul>	<ul style="list-style-type: none"> <li>Completed</li> </ul>	<ul style="list-style-type: none"> <li>Completed</li> </ul>	Y	
6.	<p><b>CONDITION 4</b> THAT prior to the commencement of any individual activity authorised by this consent a Management Plan shall be submitted to the Principal Administrative Officer of Council or his/her delegate, for approval.</p> <p>Such Plan will be consistent with the Development Plan or Long Term Development Plan as appropriate approved in accordance with condition 3, and shall as a minimum detail/include:</p> <ul style="list-style-type: none"> <li>The nature of the activity</li> <li>The hours of operation.</li> <li>The location of the area to be used and the identification of building sites.</li> <li>Details of consultation with Environment Bay of Plenty and approval to any Regional Council consents as required.</li> <li>Any other details that the Consents authority considers necessary and which are reasonably related to the proposed activities in the Park.</li> </ul> <p>This Management Plan shall provide sufficient information to detail compliance with all conditions of this consent, and the consent holder(s) shall be responsible for undertaken all works and mitigation measures identified for the respective activities.</p>	<ul style="list-style-type: none"> <li>Undertake a Park management Plan covering development and operations. A User Group management plan covering individual proposals</li> <li>Template based on RMA consent conditions</li> </ul>	<ul style="list-style-type: none"> <li>WBOPDC TECT ATP Manager</li> <li>User Group Representatives</li> </ul>	<ul style="list-style-type: none"> <li>Principal Administrative Officer of Council.</li> <li>Details of consultation with Environment Bay of Plenty and approval to any Regional Council consents as required.</li> <li>Interested Parties;</li> <li>NZTA, Forestry cutting rights owner, adjoin landowners, usual stakeholders and users</li> </ul>	<ul style="list-style-type: none"> <li>As submitted, reviewed and approved by Council staff</li> </ul>	<ul style="list-style-type: none"> <li>Prior to the commencement of activities</li> <li>Development plan and management plan by March 2009-02-19 User Group: As submitted to Council and approved by staff</li> </ul>	<ul style="list-style-type: none"> <li>Accepted and approved Development Plan and Management Plan by March 2009 in accordance with RMA conditions</li> </ul>	<ul style="list-style-type: none"> <li>Implementation plans present within those approval documents to funded management implementation in accordance with RMA conditions</li> </ul>	N	

Implementation Action	What	Who Leads	Who Supports	How Much/What Resources	When Status/Where We Are	Deadline (RMA)	How will we know it's been successful?		Complete Y/N
					Deadline	At Status	What	KPI	
7. <b>CONDITION 6</b> THAT any <b>signs</b> erected in association with the All Terrain Park shall comply with the provisions of the District Plan as detailed in Section 14 of the Operative District Plan at the date of this consent except that the number of signs in regard to Rule 14.3.1.1(b)(ii) shall be no greater than eight.	<ul style="list-style-type: none"> <li>Sign design and specification manual for highway and public roads within Park</li> <li>NZTA consultation for this</li> </ul>	<ul style="list-style-type: none"> <li>WBOPDC TECT ATP Manager</li> </ul>	<ul style="list-style-type: none"> <li>WBOPDC TECT Park Ranger</li> <li>Signage vendors</li> <li>NZTA staff</li> </ul>	<ul style="list-style-type: none"> <li>Staff time 40 hrs</li> <li>Staff time 40 hrs</li> <li>Staff time 20 hrs</li> <li>Staff time 2hrs</li> <li>40 hrs soecs</li> <li>Install as required</li> <li>Outsourced consultant help</li> </ul>	<ul style="list-style-type: none"> <li>Winter 2009</li> </ul>		<ul style="list-style-type: none"> <li>Completed sign design and specification manual, that complies with consent and effectively guides internal Parka and User Group signage</li> </ul>	<ul style="list-style-type: none"> <li>Quality manual approach adaptable for field use and respects branding guidelines</li> </ul>	N
8. <b>CONDITION 7</b> THAT any <b>buildings</b> constructed on the subject site shall meet all bulk and location requirements as apply at the date of this consent under the Rural G Zone provisions of the Operative District Plan.	<ul style="list-style-type: none"> <li>Approved consents and permits</li> </ul>	<ul style="list-style-type: none"> <li>WBOPDC Project Manager, Carl Bosselmann</li> </ul>	<ul style="list-style-type: none"> <li>WBOPDC assets and engineering staff</li> </ul>	<ul style="list-style-type: none"> <li>Per funding plan and internal budget</li> </ul>	<ul style="list-style-type: none"> <li>Per approved 10 year LTCCP implementation budget</li> </ul>		<ul style="list-style-type: none"> <li>Compliance is sought via application with regard to operative proposed district plan guidelines and Building Act requirements</li> </ul>	<ul style="list-style-type: none"> <li>Quality assurance audit satisfied with Asset Management As Built outcomes for project files and integration with asset management systems</li> </ul>	N
9. <b>CONDITION 4</b> g) A <b>LANDSCAPE ASSESSMENT</b> of any potential buildings and activities to ensure that any building or activity is in context with the environment it is located on and will not adversely affect the rural amenity. <b>Note:</b> The nature of the Landscape Assessment will be dependent on the location and scale of activities and buildings. A very brief assessment will only be required if the potential for landscape effects are internalised or very minor. h) An <b>ASSESSMENT AND MANAGEMENT PLAN OF ANY LIGHTING</b> required as part of the activity(s) to ensure any off site effects are avoided or mitigated. <b>Advice Note 1</b> For health reasons the NZ Building Code requires the water supply to new dwellings to be safe for drinking. Water taken from a Council water main is of acceptable quality. Where the water supply is to be taken from any other source the Council will require evidence that the water meets the drinking water standards before a code compliance certificate is issued for any new building consent. This is because most other water sources are known to be below the required standard and will require some form of treatment. The Council will accept water achieving the quality set out in the publication 'Drinking Water Standards for N Z 2000' as meeting the minimum standard. <b>Advice Note 2</b> A building consent will be required for any subsequent building work including stormwater and effluent disposal systems. <b>Advice Note 4</b> On site sewerage treatment and disposal will have to comply with Environment Bay of Plenty's " On Site Effluent Treatment Regional Plan". <b>Advice Note 5</b> The consent holder(s) will liaise with the forestry owner in regard to Occupation, Health and Safety issues. <b>(Crown Agreement)</b> <b>Access</b> Council acknowledges that the Crown requires ongoing access over the land from Section 2 and 3 SO 60853 as shown on plan attached as Schedule III. Council will	<ul style="list-style-type: none"> <li>Design guidelines for the protection of rural amenity values will be expressed as a Landscape Assessment Management Plan</li> <li>All advice notes shall relate to specific sections of the Park Management Plan and obligated to User Group Management Plans</li> </ul>	<ul style="list-style-type: none"> <li>WBOPDC TECT ATP Manager</li> <li>User Group Representatives</li> </ul>	<ul style="list-style-type: none"> <li>Parks management staff and outsourced resources</li> </ul>	<ul style="list-style-type: none"> <li>Staff time 40 hrs</li> <li>Staff time 40 hrs</li> <li>Staff time 20 hrs</li> <li>Staff time 2hrs</li> <li>40 hrs outsourced</li> <li>Install as required</li> <li>Outsourced consultant help</li> </ul>	<ul style="list-style-type: none"> <li>By March 2009</li> </ul>		<ul style="list-style-type: none"> <li>Completed in accordance with the consent conditions and the Park District Plan Zone</li> <li>Consent applications were in compliance with the advice notes</li> </ul>	<ul style="list-style-type: none"> <li>Present and linked with the Management Plan and respects the guidelines the International 'Dark Park' light pollution standards</li> <li>Consents are approved but are not at variance with Park Management Planning documentation</li> </ul>	N

Implementation Action	What	Who Leads	Who Supports	How Much/What Resources	When Status/Where We Are	Deadline	(RMA)	How will we know it's been successful?		Complete Y/N
					Deadline	At Status	What	KPI	BMP	
<p>cooperate with the Crown to provide such ongoing access on the strict understanding that the parties will negotiate in good faith prior to the time when access is to be exercised to ensure that such access is exercised in such a way to minimise disruption to users of the All Terrain Park and with the minimum regard for safety of all concerned. The Crown acknowledges that parts of the access routes from Crown land will not be on Council owned land and negotiations of ongoing access over such areas shall be the responsibility of the Crown.</p> <p><b>(Tree Owners Agreement)</b></p> <p><b>3. Access</b></p> <p>3.1 Council acknowledges that the area shown coloured A, B and C on the plan attached as Schedule III is a key forestry route. The area shown as C is a public road and shall be available for the use by both forestry users and the public. Council acknowledges that the All Terrain Park and access route within it shall be developed in such a way that except as provided in clause 3.2 there shall be no public access along the area marked A and B.</p> <p>3.2 (i) The parties agree that Council may construct, at their cost, up to three crossing points over the key forestry route marked A.</p> <p>(ii) The position of the crossing point shall be chosen following consultation between the Council and the Grantees.</p> <p>(iii) The crossing points shall be controlled and managed by Council. All Terrain Park traffic shall give way to logging traffic and the crossings shall be controlled by give way and/or stop signs as appropriate.</p> <p>3.3 (i) The Grantees shall use their best endeavours at all times to ensure that traffic using the key forestry route as shown marked A, B and C on the attached plan does so in accordance with the provisions of the Forestry Road Safety Manual, Controlled Roads for PF Olsen (as managers for OTHP and Forestry cutting rights owner) and Kaingaroa Timberlands Management Limited (KTL) Draft 2004 or any forestry road safety manual replacing the same or should there be no manual in existence, in accordance with agreed industry policy.</p> <p>(ii) The key forestry route marked A and B shall be for the use of the owners of the dominant tenement (currently Northwest Woodlands Ltd), the Grantees and their permitted invitees for purposes related to their forestry operations only. The parties acknowledge that the volume of traffic using the forestry route will vary but the normal range of daily activity is anticipated to be within a range of 30 to 100 vehicle movements.</p> <p>3.4 Notwithstanding the provisions of clause 20.1 of the Forestry Rights which grants to the Grantees a right of way for the term of the Forestry Rights over all roadways, tracks, bridges and culverts installed upon the Land at any time during the term, the Grantees acknowledge that where Council builds access ways to keep separation between forestry traffic and Park users, the Grantees and invitees shall use such access ways only by negotiation and agreement.</p> <p>3.5 Council acknowledges that following expiry of the forestry rights, the Grantees may still wish to utilise access over the land from Ministry of Forestry being Section 2 and 3 SO 60853 as shown on plan attached as Schedule IV. Council will cooperate with the Grantees to provide such access on the strict understanding that the parties will negotiate in good faith prior to the time when access is to be exercised to ensure that such access is exercised in such a way to minimise disruption to users of</p>	<p>will be made; and linked to the appropriate sections of the management plan</p>									
	<ul style="list-style-type: none"> <li>Within the Access Plan, a reference to this condition will be made; and linked to the appropriate sections of the management plan</li> </ul>									

Implementation Action	What	Who Leads	Who Supports	How Much/What Resources	When Status/Where We Are	Deadline (RMA)	How will we know it's been successful?		Complete Y/N																			
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<p>the All Terrain Park and with the minimum regard for safety of all concerned. The Grantees acknowledge that parts of the access routes from Ministry of Forestry land will not be on Council owned land and negotiations of ongoing access over such areas shall be the responsibility of the Grantees.</p> <p><b>10. Noise Management Plan</b></p> <p>(Where the activity is a significant noise producing activity, (being an activity with a total A-weighted sound power level of 95 dBA or greater),</p> <p><b>CONDITION 4d</b> Where the activity is a significant noise producing activity, (being an activity with a total A-weighted sound power level of 95 dBA or greater), a Noise Management Plan is to be provided.</p> <p><b>Noise</b></p> <p><b>CONDITION 8</b> All activities on the subject site (except for gunshot noise) shall be conducted so as to ensure that noise shall not exceed the following noise limits within the stated timeframes at any point within the notional boundary of any dwelling in regard to the properties in private ownership to the north-west of the subject site in a Rural zone (except those where written consent has been provided):</p> <table border="1"> <thead> <tr> <th colspan="2">Time Period</th> <th colspan="2">Sound Level Not to be Exceeded</th> </tr> <tr> <th>Day</th> <th>Hours</th> <th>L10</th> <th>Lmax</th> </tr> </thead> <tbody> <tr> <td>Monday to Saturday</td> <td>7am to 10pm</td> <td>50 dBA</td> <td>N/a</td> </tr> <tr> <td>Sunday</td> <td>7am to 6pm</td> <td>50 dBA</td> <td>N/a</td> </tr> <tr> <td>At all other times and on public holidays</td> <td></td> <td>40 dBA</td> <td>65 dBA</td> </tr> </tbody> </table> <p><b>CONDITION 9</b> Firing from any shooting range shall be only within the hours of 7am to 10pm and shall be so conducted as to ensure that gunshot noise does not exceed a composite noise rating (CNR) of 90 at any point within the notional boundary of any dwelling in regard to the properties in private ownership to the north-west of the subject site in a Rural zone:</p> $CNR = Y - 25 + 10 \log (N) + 10 \log (R)$ <p>Where: CNR=composite noise rating</p> <p>Y=dB linear peak level of the burst</p> <p>N=number of single shots or bursts per day</p> <p>R=number of rounds, or detonations, (acoustic events) per burst</p> <p><b>CONDITION 10</b> THAT in regard to Lot 6 DP 304420, Lot 5 DP 304420, Lot 2 DP 304420 and Lot 4 DP 304420 (owners K &amp; S Merriman) and Pt Sec 24 BLK XV Otanewainuku Survey District (SO 326067) and Pt Lot 1 DP 304420 (owners L &amp; S Hopping), the following general noise standards shall apply:</p> <p>All activities on the subject site (except for gunshot noise) shall be so conducted as to ensure that noise shall not exceed the following noise limits within the stated timeframes at any point within the boundaries of the</p>	Time Period		Sound Level Not to be Exceeded		Day	Hours	L10	Lmax	Monday to Saturday	7am to 10pm	50 dBA	N/a	Sunday	7am to 6pm	50 dBA	N/a	At all other times and on public holidays		40 dBA	65 dBA	<ul style="list-style-type: none"> <li>(Refer noise buffer map) and each User Group management plan shall be compliant</li> </ul>	<p>Principal Administrative Officer of Council.</p> <p>Interested Parties;</p> <p>Councils, Adjoin landowners, usual stakeholders and users</p>	<p>Where the activity is a significant noise producing activity, (being an activity with a total A-weighted sound power level of 95 dBA or greater),</p>					
Time Period		Sound Level Not to be Exceeded																										
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Implementation Action	What	Who Leads	Who Supports	How Much/What Resources	When Status/Where We Are	Deadline (RMA) We Are	How will we know it's been successful?		Complete Y/N
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identified building sites and existing dwelling site as identified on Harrison Grierson Plan No.11225-GA01:

Time Period		Sound Level Not to be Exceeded	
Day	Hours	L10	Lmax
Monday to Sunday	7am to 10pm	50 dBA	N/a
At all other times		40 dBA	65 dBA

A noise buffer area shall be maintained as identified on Harrison Grierson Plan No. 11225-GA01

**CONDITION 11** Noise shall be measured and assessed in accordance with NZS6801:1999 and NZS6802:1991. Adjustments for special audible characteristics shall not apply to the assessment of gunshot noise.

**CONDITION 12** In accordance with Condition 4(d) the plan shall outline the range of activities, their potential noise levels and any noise mitigation/management measures that will be implemented to ensure compliance with conditions 8, 9, and 10. Such plan shall take into account any potential for cumulative effects from other noise sources that may be established on the subject site. This will only apply to noise sources which are significant noise producing activities that are defined as those activities that are established on the subject site with a total A-weighted sound power level of 95 dBA or greater.

- 'Monitoring' as and when Rangers are active, to check and record compliance

**11. Traffic and Roading Issues**

**(Inc Traffic Impact Assessment)**

**CONDITION 4**

e) A Traffic Impact Assessment report (undertaken by a suitably qualified independent Traffic Engineer) which shall incorporate the following:

i) An assessment of the expected traffic generation due to the proposed activity in relation to its normal (weekly) operation and in relation to events that attract visitors not normally associated with the applicant club/society membership.

ii) Access and parking provisions for normal (weekly) operation and in relation to events that attract visitors not normally associated with the applicant club/society membership.

iii) An assessment of the likely traffic effects due to the expected traffic generation of the proposed activity on the surrounding road network, including Pyes Pa Road/Tauranga Direct Road and including recommendations for mitigation where required; and

iv) Proposed mitigation measures including an implementation schedule.

v) Traffic Management Plans that detail the measures that will be implemented in relation to construction and event management.

vi) The Traffic Impact Assessment report is to be provided by the consent holder(s) to the affected Road Controlling Authorities for certification as being to the satisfaction of the Principal Administrative Officer or his/her delegate in respect of district roads and the Regional Manager of NZTA or his/her delegate in respect

- Section in Management (TIA) each User Group management plan has to address it

WBOPDC for District Roads

- Principal Administrative Officer of Council.
- In consultation with NZTA
- Interested Parties;
- WBOP DC, NZTA, Forestry cutting rights owner, adjoin landowners, usual stakeholders and users

Staff time and operating costs of collecting traffic data

WBOPDC Park Manager meets annually with NZTA representative to discuss data collected

By both parties prior to completing analysis and discussing User Group data supplied, for the review of 'triggers' for possible intersection upgrades. Special Event TMP work would be ideally done at that time or separately as necessitated.

Prior to the commencement of activities

Based on traffic management thresholds

Data collected for traffic management

When Park management is satisfied with the required event plans for traffic these are submitted to NZTA at least 10 working days before the event.

Specific requirement for User Groups to annually provide an updated summary (say 1 page) of the previous year's events, numbers of participants, and projected scheduling for the following year's events and expected patronage.

Implementation Action	What	Who Leads	Who Supports	How Much/What Resources	When Status/Where We Are	Deadline (RMA) We Are	How will we know it's been successful?		Complete Y/N
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of the State Highway.									
<b>CONDITION 5</b> (a) THAT subject to 5(b) herein, the maximum number of people at the site at any one time shall not exceed 5000.  (b) THAT special events (being events that generate more than 5,000 people at any one time) are provided for subject to the limitation of no more than six events per calendar year and the requirement to meet conditions 24-26 (inclusive) of this consent.	<ul style="list-style-type: none"> <li>TMP monitoring plan with cankers on main access road and threshold exceedance response guidelines in management plan e.g. gate closure</li> </ul>								
<b>CONDITION 24</b> <b>Special Events</b>  Prior to the holding of Special Events, being any occasion where the site will or is expected to generate more than 5000 people, a Traffic Management Plan shall be prepared by a suitably qualified Traffic Engineer. The Traffic Management Plan shall be submitted for approval to the affected Road Controlling Authorities and then shall be submitted to the Principal Administrative Officer or his/her delegate for approval.	<ul style="list-style-type: none"> <li>Event permit plan – TMP concept (in place, end of stay) and threshold exceedance response as a place of assembly</li> </ul>								
CONDITION 25 a) That on-site special events that are expected to generate more than 5,000 people are limited to a maximum of six events per calendar year,  b) That the special event meets the requirement of 8.2.3.1(c)(i) of the District Plan in that it will not exceed three consecutive days in duration plus 2 additional days, one day for setting up prior to the event and one day to tidy up afterwards.						When events that generate more than 5,000 people at any one time are being held.			
<b>CONDITION 26</b> The Special Event Traffic Management Plan shall include the following:  a) The mechanisms to be employed to manage the safe and efficient movements of site generated traffic onto and off Pyes Pa Road and the access road(s) and along the length of Pyes Pa Road/Tauranga Direct Road, including any one-lane bridges;  b) A single point of contact to field general enquiries and complaints and the procedures for dealing with them;  c) Emergency vehicles access;  d) Event traffic routes, volumes and hours of operation;  e) Event site layout including visitor's facilities;  f) The details for the requirements in NZTA's Code of Practice for Temporary Traffic Management.	Management of potential cumulative effects management approach for the Park will ensure a specific 'Special Events Calendar', for the Park area is integrated into the Council bookings system. The Special Events Calendar will be undertaken a year in advance in conjunction with User Groups and the events sector and upon completion made available to NZTA. The Special Events Calendar will also be a management tool to ensure thresholds are not exceeded for the Park, with a primary factor being the vigilance and prevention of undesirable cumulative effects.  The Special Events Calendar will be the platform for approval decisions and conditions on event organisers in accordance with the resource consents. A fundamental threshold will be the consideration of other activities and other	WBOPDC	User Group Forum			Prior to the commencement of activities			
<b>Pyes Pa Road</b> <b>CONDITION 13</b>  The consent holder(s) shall ensure that no direct site access for Park recreation activities is provided or constructed onto Pyes Pa Road without the prior consent of the relevant roading authority.									
<b>CONDITION 14</b>  The consent holder(s) shall identify all existing site forestry access locations on Pyes Pa Road. These forestry access locations shall be sign posted as not for public access and barred and padlocked when not in daily use by the forest owner.									
<b>CONDITION 15</b>									
				Staff time					User Group Forum will have an annual requirement from WBOPDC for a scheduling meeting for large events to ensure not only booking management but also that predicted traffic thresholds are vetted for any

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<p>The consent holder(s) shall ensure that where site access is obtained via existing road intersections off Pyes Pa Road;</p> <ul style="list-style-type: none"> <li>The intersections (excluding Te Matai Road) shall be upgraded in accordance with Diagram D: Moderate Use Access Standard of NZTA's Planning Policy Manual,</li> <li>The sight distances onto Pyes Pa Road from its intersections with Mangatoai Road and Te Matai Road respectively are upgraded to the satisfaction of the relevant Road Controlling Authority, and</li> <li>That the upgrading requirements of (a) and (b) shall be undertaken when site traffic generation exceeds an average of 30 vehicles per day (equivalent car movements), over 7 consecutive days during periods of peak activity. Traffic movements generated from 'Special Events' shall be specifically excluded from this assessment and calculation.</li> </ul>	<p>use of the day(s) sought by respective event applicants and in some cases existing users. Conditions relating to discretion to approve or otherwise events will be based on potential vehicle impacts.</p>								
<b>CONDITION 16</b>									
<p>The consent holder(s) shall ensure that where site access is obtained via existing road intersections off Pyes Pa Road (with the exception of the Te Matai Road intersection with Pyes Pa Road), the intersections shall be upgraded, commensurate with the peak hour traffic generation expected at the intersection (excluding the traffic movements generated from 'Special Events' shall be specifically excluded from this assessment and calculation) in accordance with the following Standards:</p> <p>The need for auxiliary turning lanes shall be assessed in accordance with Figures 5.23a &amp; 5.23b of Austroads Guide to Traffic Engineering Part 5: Intersections at Grade. Where right turn bays or left turn lanes are justified in accordance with NZTA requirements, these shall be constructed in accordance with Figures 3.25 and 3.20 respectively of the Manual of Traffic Signs and Markings (MOTSAM) Part 2 or an equivalent NZTA Standard.</p>	<p>Access Plan (in Park Management Plan) will include a park access map</p>	<p>WBOPDC for District Roads NZTA for State Highways</p>	<ul style="list-style-type: none"> <li>Principal Administrative Officer of Council.</li> <li>In consultation with NZTA</li> <li>Interested Parties;</li> <li>WBOP DC, NZTA, Forestry cutting rights owner, adjoin landowners, usual stakeholders and users</li> </ul>				<ul style="list-style-type: none"> <li>Combined WBOPDC/TECT Logs alongside Olsen on white bar gates</li> </ul>		
<b>CONDITION 17</b>									
<p>The consent holder(s) shall upgrade the intersection of Te Matai Road with Pyes Pa Road in accordance with condition 16 when:</p> <p>a) Park recreation activities within the site generates more than 45 vehicle movements (equivalent car movements) in any peak hour turning left or 45 vehicle movements in any peak hour turning right from Pyes Pa Road into Te Matai Road; or</p> <p>b) Where through traffic flow on Pyes Pa Road exceeds more than 200 vehicle movements (equivalent car movements) in any peak hour and Park recreation activities generated traffic exceeds 20% of the total turning traffic movement at the intersection for normal site operation,</p> <p>Traffic movements generated from 'Special Events' shall be specifically excluded from this assessment and calculation.</p>	<p>No plans to direct recreational access traffic or create major access pressure on either Mangatoai and Te Matai Roads</p>	<p>WBOPDC for District Roads NZTA for State Highways; Subject to NZTA monitoring data availability for State Highways</p>	<ul style="list-style-type: none"> <li>Principal Administrative Officer of Council.</li> <li>In consultation with NZTA</li> <li>Interested Parties;</li> <li>WBOP DC, NZTA, Forestry cutting rights owner, adjoin landowners, usual stakeholders and users</li> </ul>						
<b>CONDITION 18</b>									
<p>The consent holder(s) shall ensure that all individual on-site activities, including walking, cycling and equestrian or motor vehicular traffic are confined to either the eastern or western sides of the All Terrain Park and that they do not allow linkage from one side to the other, at grade, across Pyes Pa Road for the purposes of on-site route continuation.</p>	<p>Whataroa Road upgrade</p>	<p>WBOPDC for District Roads</p>							



Implementation Action	What	Who Leads	Who Supports	How Much/What Resources	When Status/Where We Are	Deadline (RMA)	How will we know it's been successful?		Complete Y/N
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<b>District Roads</b>									
<b>CONDITION 20</b>									
<p>The consent holder(s) shall generally provide complying access points and shall at all times provide safe and efficient access points off Mangatōi Road, Ngawaro Road, Te Matai Road and Whataroa Road. Mitigation shall, at minimum, include access upgrade(s) in accordance with the Western Bay of Plenty District Council Subdivision and Development Code of Practice to the satisfaction of the Principal Administrative Officer, or his/her delegate.</p>									
		WBOPDC for District Roads							
<b>CONDITION 21</b>									
<p>The consent holder(s) shall generally comply with the Western Bay of Plenty District Council Subdivision and Development Code of Practice along District Roads (including Ngawaro Road) and shall at all times provide safe and efficient access between their respective intersections with Pyes Pa Road and the proposed site access points, to the satisfaction of the Principal Administrative Officer, or his/her delegate.</p>									
<p>Road improvements and access upgrades shall be commensurate with the expected traffic generation between the Pyes Pa Road intersection and the proposed site access point(s). Mitigation and upgrade measures shall recognise the potential for conflict with other road users and in particular, existing and future forestry truck activity.</p>									
<p>When conditions 16 and 17 trigger the provision of auxiliary turning lanes, then at the same time the District Roads will be sealed from the intersections with Pyes Pa Road to the Park entry. The engineering documents shall be submitted and approved prior to any works commencing. Carriageway width will be in accordance with diagram R2 contained in the Western Bay of Plenty District Council Subdivision and Development Code of Practice.</p>									
<p><b>Parking and Loading</b></p>									
<b>CONDITION 22</b>									
<p>The consent holder(s) shall ensure that the provisions of the Western Bay of Plenty District Plan ("the District Plan") are met with regard to access, on-site parking and loading requirements for each consented on-site activity. At minimum this includes the provision of all-weather surfaces to on-site car parks, loading and manoeuvring areas and access to them.</p>									
<b>Construction</b>									
<b>CONDITION 23.</b>									
<p>a) That, where roading upgrade requirements due to the Park recreational activity are to occur on Pyes Pa Road/Tauranga Direct Road, the consent holder(s) shall obtain prior approval of NZTA and that construction shall be to the satisfaction of the Regional Manager of NZTA or his/her delegate and shall include temporary traffic management measures in accordance with NZTA requirements.</p>									
<p>b) That, where works are proposed on District Roads that Engineering documents be submitted to the Principal Administrative Officer or his/her delegate for approval prior to any works commencing. The design shall be in accordance with Council's subdivision and Development Code of Practice.</p>									
					<ul style="list-style-type: none"> <li>▪ Subject to NZTA monitoring data availability for State Highways</li> <li>▪ Underpass built, has removed issue of crossing upgrade. Also LTCCP has provision for North end pedestrian tunnel (Crossing under the highway)</li> <li>▪ Access plan resolves the potential precedence of trail heads inadvertently and movement within the Park leading people to the edges of the of the State Highway</li> <li>▪ Hub site road plans complies with this requirement</li> <li>▪ Hub site road plans complies with this requirement Turning lanes undertaken, sealing done 80m complete</li> </ul>				

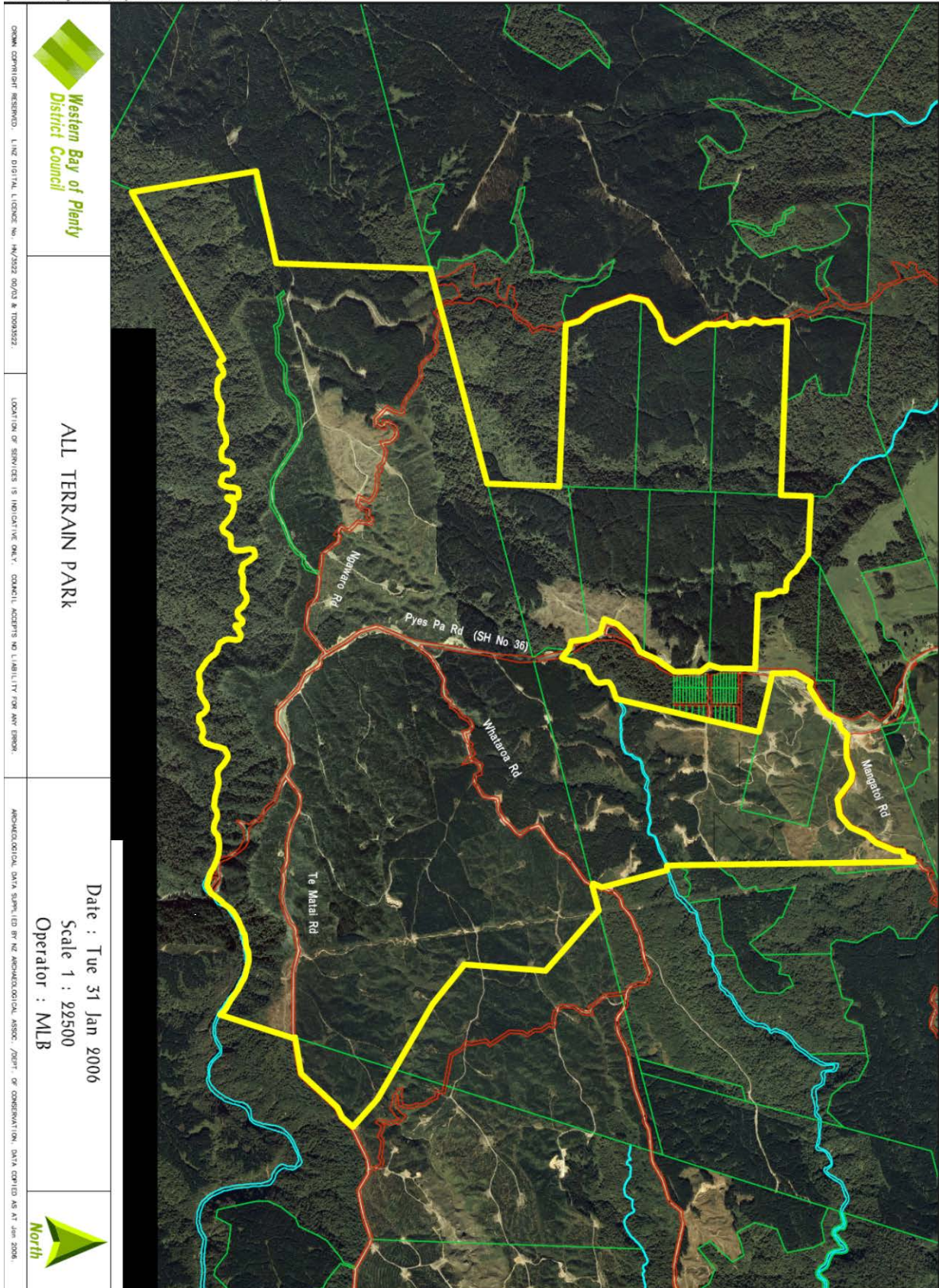
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					Deadline	At Status	What KPI	BMP	
<p>12. <b>Archaeological Assessment</b></p> <p><b>CONDITION 32</b> THAT prior to any physical development works being carried out on the subject site a desktop archaeological assessment of the site shall be carried out by a qualified archaeologist.</p> <p><b>Advice Note 3</b></p> <p>Archaeological sites are historic places as defined by the Historic Places Act 1993, and all archaeological sites are protected under the provisions of that Act. Any activity, which impacts on an archaeological site, requires the prior permission of the Historic Places Trust. If any archaeological site is uncovered during development then work must stop until the site can be assessed by a qualified archaeologist and an authority to modify, damage or destroy the site applied for under either Section 11 or 12 of the Act.</p>	<ul style="list-style-type: none"> <li>Hub site road plans complies with this requirement Turning lanes undertaken, sealing done 80m complete</li> <li>Covered by construction contract project management and current process at time of project initiation, also covered by standard conditions in procurement contract and code of compliance manual</li> <li>No known archaeological sites register within Park</li> <li>Archaeological assessment carried out in 2004. Refer to Appendix in Management plan. Augmented by 2009 cultural/resource assessment that included Iwi consultation, archived research, site surveys and updating of the district plan of HPT register for highly significant sites revealed from this process drawn attention to the tunnel under the highway</li> </ul>		<p>Principal Administrative Officer of Council.</p> <p>Tangata Whenua and other Interested Parties; e.g., Councils and HPT.</p>		Prior to any physical development works being carried out				
<p>13. <b>Monitoring and Review Conditions</b></p> <p><b>Advice Note 6</b></p> <p>For the purpose of monitoring the consent and ensuring compliance with consent conditions, Council as the Consent Authority shall only be responsible for liaising with the consent holder(s). The consent holder(s) shall be responsible for management of all Park activities, the provision of monitoring records and ensuring all individual users or activities established or undertaken within the Park comply with the conditions of consent.</p> <p><b>CONDITION 27</b> "That within 6 months(early 2010/2011 June) of the Park commencing activities as authorised by this consent and then two yearly an acoustic impact report prepared by a suitably qualified and experienced acoustical engineer shall be presented to the Council to show compliance with the conditions of consent or in the case of any non-compliance shall recommend remedial actions necessary to ensure compliance".</p> <p><b>CONDITION 28</b> The consent holder(s) shall ensure that the implemented special event traffic management plan in relation to the first six special events are monitored (by a suitably qualified and independent Traffic Engineer) and thereafter on an annual basis if events are staged in that calendar year. The monitoring programme shall record the cause and effect of the implemented special event traffic management plan and will identify any adverse traffic effects due to the site on the adjacent road network that may result from these events. Further, recommendations</p>	<ul style="list-style-type: none"> <li>User Group management plan that directly reflects consent requirements and directs User Group monitoring of User Group activities. Park Manager will keep records of Park activities based on traffic monitor, head counts and User Group records and ongoing site presence of a Park Ranger and programmed traffic monitoring scheduled (and this data will remain proprietarial to the Park) supplemented by NZTA traffic recoding data where available.</li> <li>Event holders shall be required to include these provisions and requirements in their individual event management plans as a condition of approval of any large 5000 person held within the Park (and submit to the Park Ranger).</li> <li>Park Ranger collates monitoring reports and forwards as required to relevant RCA</li> </ul>								

Implementation Action	What	Who Leads	Who Supports	How Much/What Resources	When Status/Where We Are	Deadline We Are	(RMA)	How will we know it's been successful?		Complete Y/N
					Deadline	At Status	What	KPI	BMP	
<p>for appropriate amendments to the special event traffic management plan or for other mitigation measures shall be identified as a result of this monitoring accordingly. These monitoring reports are to be forwarded to and discussed with the affected Road Controlling Authorities and their recommendations included in any required changes.</p> <p><b>CONDITION 29</b></p> <p>a) The consent holder(s) shall ensure that traffic counts are to be undertaken on Pyes Pa Road and all side roads in the location of the Park on a two-yearly basis over an agreed period, i.e. a weekend in the month of most activity. These counts are to be undertaken by a traffic counting firm approved by NZTA. An analysis is to be undertaken in accordance with Condition 15 of this consent, in order to confirm that the intersections are of an appropriate standard. A copy of the traffic counts and the analysis are to be forwarded to NZTA.</p> <p>b) The consents holder(s) shall ensure that traffic counts are to be undertaken on District Roads in the location of the Park at an interval to be determined by the Consents Authority over an agreed period, i.e. over a seven day period during a month of most activity. These counts are to be undertaken by a traffic counting firm approved by the Principal Administrative Officer of Council, or his/her delegate, for approval. An analysis is to be undertaken in accordance with Condition 15 of this consent, in order to confirm that the intersections are of an appropriate standard. A copy of the traffic counts and the analysis are to be forwarded to the Principal Administrative Officer of Council, or his/her delegate, for approval.</p> <p><b>CONDITION 30.</b> THAT pursuant to Section 128 and in accordance with Section 129 of the Resource Management Act 1991, the Consent Authority:</p> <p>a) may review any condition of this consent and the location of any activity within the site. If any such review is necessary it will be commenced not less than 12 months after the granting of consent and thereafter a review may commence on an annual basis in the month of December. The consent conditions may be reviewed to ensure that all effects of activities within the Park are appropriately mitigated and controlled and that activities are appropriately located. Through the review process, the existing conditions of consent may be modified and new conditions may be imposed to limit the scale, location or frequency of activities within the Park, and</p> <p>b) shall undertake a review of the traffic related conditions of this consent by the 1st September 2011. The purpose of the review is to determine the consent holder(s) proposals for the provision of access to the Park to achieve the objectives of the Long Term Development plan, so as to ensure the operation of the Park does not compromise NZTAs NZ's operation of Pyes Pa Road as a State Highway.</p> <p>The consent holder(s) agrees to be bound by these review conditions.</p> <p><b>CONDITION 31.</b> The consent holder(s) shall be responsible for any reasonable costs associated with the monitoring, review or exercise of this consent which are incurred by the Regulatory Department. In addition, the consent holder(s) shall be responsible for any costs relating to compliance, technical reviews and assessment.</p>	<ul style="list-style-type: none"> <li>TECT ATP to purchase a traffic counting device and locate it to undertake a Park pre-opening count, and Pyes Pa traffic counts will be obtained by NZTA. A 'rotating' traffic counting device (supplemented by Inroads data) will be programmed to be installed within the Park to satisfy this condition</li> <li>The TECT ATP manager will be available to proactively liaise with NZTA, and WBOPDC will seek from NZTA their draft annual plan so as to ensure NZTA articulate how their prioritise and approach for the State Highway 36 will serve the TECT ATP</li> </ul>									
<p><b>14. Rural Fire Management plan (Planning Meeting) (Agreement) Mitigation Measures</b></p>	<ul style="list-style-type: none"> <li>The TECT ATP manager will develop a Park Fire Plan to establish a programme of prevention, education and fire fighting response as</li> </ul>	<ul style="list-style-type: none"> <li>Park Ranger</li> </ul>	<ul style="list-style-type: none"> <li>Principal Administrative Officer of Council.</li> <li>Interested Parties;</li> </ul>							

Implementation Action	What	Who Leads	Who Supports	How Much/What Resources	When Status/Where We Are	Deadline (RMA)	How will we know it's been successful?		Complete Y/N
					Deadline	At Status	What KPI	BMP	
	budget allows		<ul style="list-style-type: none"> <li>Councils (Fire Authority), Forestry cutting rights owner (Olsen's), adjoin landowners and users</li> <li>This will include monitoring programme for fire, fuel, weather</li> </ul>						
15. <b>Land Management Plan (Planning Meeting)</b> Investigate best use of land i.e. grazing, dairy run-off, exotic/native forestry	<ul style="list-style-type: none"> <li>Management Plan = independent forestry plan</li> </ul>	Weather station and webcam, data on the weather, interaction with weather statistics, record data and make available to schools etc – chart differences from year to year	<ul style="list-style-type: none"> <li>Principal Administrative Officer of Council.</li> <li>Interested Parties;</li> <li>Councils (Fire Authority), Forestry cutting rights owner (Olsens), adjoin landowners and users</li> </ul>						
16.	<ul style="list-style-type: none"> <li>Steadily diminishing forestry resource (2009 – when foresting cutting rights cease)</li> </ul>								
19.	<ul style="list-style-type: none"> <li>Mix of exotic and native forestry</li> </ul>								
22. <b>“What’s on” communication plan</b>	<ul style="list-style-type: none"> <li>Consultation and The Park shall establish the following to ensure communication with said parties (User Groups, stakeholders, neighbours, iwi:                             <ul style="list-style-type: none"> <li>a. website</li> <li>b. User Group liaison via a site Park staff</li> <li>c. regular newsletter</li> <li>d. monthly email progress brief</li> <li>e. Formal consultation through the sub-regional parks</li> </ul>                             And the following is proposed:                             <ul style="list-style-type: none"> <li>f. Informal User Group advisory committee</li> <li>g. Periodic User Group formal</li> <li>h. Visitor suggestion box</li> <li>i. Annual Park Open day to</li> <li>j. ‘Friends of’ corporated ??? a trust make presentations on the Park to business forums, professional body conferences</li> </ul> </li> </ul>								
25. <b>Leadership via advocacy and support</b>									

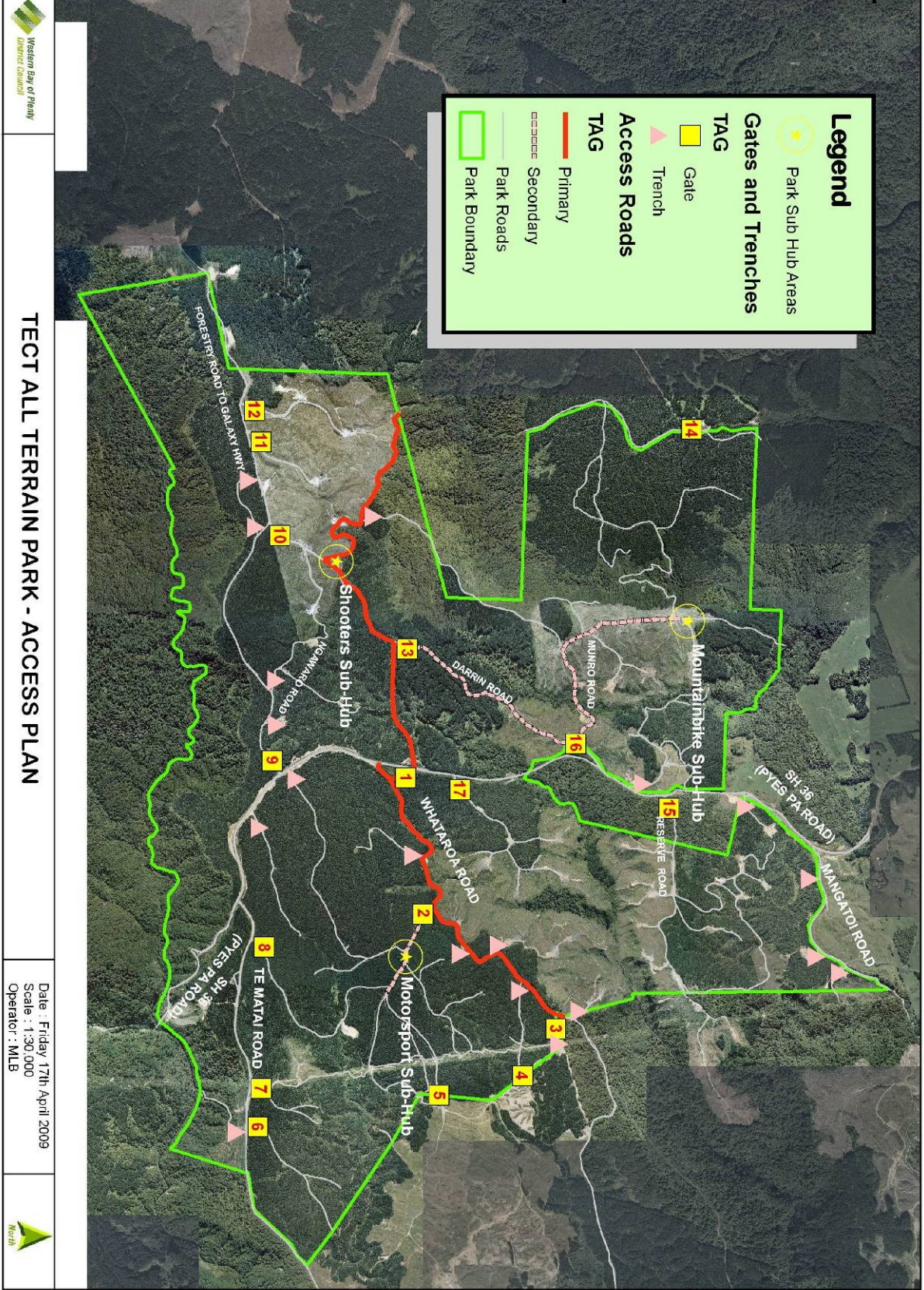
## APPENDIX 1. Aerial Map and Park Boundaries

Produced using GeoMap by the WBOPDC GIS Group Copyright 1994.

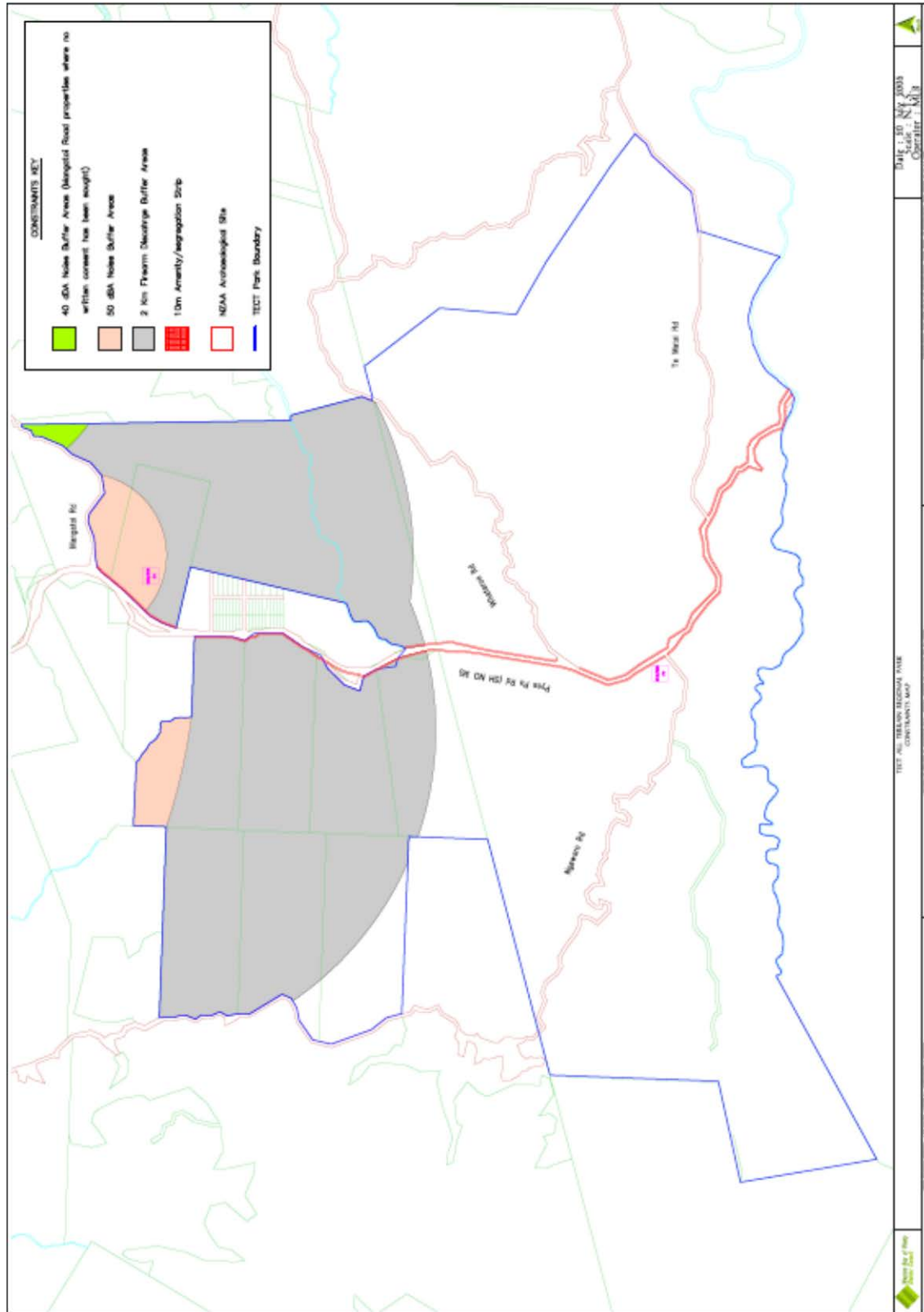


Produced using ArcMap by the WOPDC GIS Group

APPENDIX 2. TECT All Terrain Park Development Access Plan Map



### APPENDIX 3. Noise Zones Map



## APPENDIX 4. TECT All Terrain Park Western Bay of Plenty District Council and Tauranga City Council Agreement

### DECISIONS Dec 2006

M06/130.8

#### TECT ALL TERRAIN PARK UPDATE (DC 400)

Cr Dunlop introduced the project team, and the Project Manager gave a **PowerPoint presentation** on the TECT All Terrain Park.

It was noted a number of representatives from the user groups were in attendance.

1.30 pm

Cr Brownless **withdrew** from the meeting.

#### General Discussion

- Security of the site. It was anticipated a ranger would be appointed next year and accommodated on-site. Users were investigating how to secure their areas of operation.
- Discussions were ongoing with Rotorua District Council.
- Resource Consents and access issues were the reasons that user groups were unable to get into the park immediately.
- Pay for play activities was an option to be investigated but no work has been done on this at this stage.
- Planning was also including leisure pursuits, e.g. walkers, picnickers etc.
- The issue of security and only one access to the park.
- Rationalisation.

Representatives from the user groups were invited to speak and they noted their support for the park. They see the park as a niche for the Bay of Plenty region.

The issue of rationalisation was discussed and what the options would be for this. It was noted that rationalisation did not necessarily mean selling the land.

The Project Team were thanked for the work that had been done and it was acknowledged how well all the parties were working together to achieve a successful outcome.

#### Moved His Worship the Mayor/Seconded Cr Dunlop

##### That it be Resolved

- That the Group Manager: City Directions and Group Manager: Policy and Planning's Report (DC 400) be received.***
- That the Joint Governance Committee recommend to Tauranga City Council and Western Bay of Plenty District Council that the following approaches be taken with respect to the development of the TECT All Terrain Park:***



- (i) ***That the “Park Hub” concept be applied to create a “central hub” and four “satellite hubs” throughout the Park;***
- (ii) ***That Councils approve in principle to the concept of funding the basic infrastructure requirements that provide benefits to the public within these hubs eg ranger station, public carparking, public toilets, central facility, internal access roads, and that this be subject to detailed costing information being prepared and considered through both Councils Annual Plan/LTCCP processes;***

***(iii)***

As amended by the Joint Governance TCC / WBOPDC Committee Resolution M07/12.3 on 7 March 2007

***That the Joint Project Team pursue options for the costing and development of a State Highway underpass that provides a linkage between the east area of the Park (Whataroa Road) and the west area of the Park (Darrin Road), and the detailed costing information for this be considered through both Councils Annual Plan/LTCCP processes;***

- (iv) ***That design guidelines be developed to guide the development of structures within the Park and that reflect the objectives of the Park;***
- (v) ***That options for rationalisation of land be explored following completion of the Infrastructure Plan and Development Plan, but the Joint Governance Committee recommend that the portion of land indicated not be sold at this time.***
- (vi) ***That the Councils jointly approach Rotorua District Council to determine the extent of their potential involvement in the Park.***

**CARRIED**

## APPENDIX 5. Traffic Impact Assessment/Transport Assessment Guide - Traffic and Roading Issues

Completion Date	Plan Details	Approval and Consultation
Prior to the commencement of activities	<p><b>CONDITION 4</b></p> <p>e) A Traffic Impact Assessment report (undertaken by a suitably qualified independent Traffic Engineer) which shall incorporate the following:</p> <p>i) An assessment of the expected traffic generation due to the proposed activity in relation to its normal (weekly) operation and in relation to events that attract visitors not normally associated with the applicant club/society membership.</p> <p>ii) Access and parking provisions for normal (weekly) operation and in relation to events that attract visitors not normally associated with the applicant club/society membership.</p> <p>iii) An assessment of the likely traffic effects due to the expected traffic generation of the proposed activity on the surrounding road network, including Pyes Pa Road/Tauranga Direct Road and including recommendations for mitigation where required; and</p> <p>iv) Proposed mitigation measures including an implementation schedule.</p> <p>v) Traffic Management Plans that detail the measures that will be implemented in relation to construction and event management.</p> <p>vi) The Traffic Impact Assessment report is to be provided by the consent holder(s) to the affected Road Controlling Authorities for certification as being to the satisfaction of the Principal Administrative Officer or his/her delegate in respect of district roads and the Regional Manager of Transit NZ or his/her delegate in respect of the State Highway.</p>	<p>Principal Administrative Officer of Council.</p> <p>In consultation with Transit</p> <p>Interested Parties; WBOP DC, Transit, Viking, adjoin landowners, usual stakeholders and users</p>

### Special Events

Completion Date	Plan Details	Approval and Consultation
When events that generate more than 5,000 people at any one time are being held.	<p><b>CONDITION 5</b></p> <p>(a) THAT subject to 5(b) herein, the maximum number of people at the site at any one time shall not exceed 5000.</p> <p>(b) THAT special events (being events that generate more than 5,000 people at any one time) are provided for subject to the limitation of no more than six events per calendar year and the requirement to meet conditions 24-26 (inclusive) of this consent.</p> <p><b>CONDITION 24</b> <b>Special Events</b></p> <p>Prior to the holding of Special Events, being any occasion where the site will or is expected to generate more than 5000 people, a Traffic Management Plan shall be prepared by a suitably qualified Traffic Engineer. The Traffic Management Plan shall be submitted for approval to the affected Road Controlling Authorities and then shall be submitted to the Principal Administrative Officer or his/her delegate for approval.</p> <p>CONDITION 25 a) That on-site special events that are expected to generate more than 5,000 people shall be subject to the following conditions:</p> <p>b) That the special event meets the requirement of 8.2.3.1(c)(i) of the District Plan in that it will not exceed three consecutive days in duration plus 2 additional days, one day for setting up prior to the event and one day to tidy up afterwards.</p> <p><b>CONDITION 26</b> The Special Event Traffic Management Plan shall</p>	

	<p>include the following:</p> <p>a) The mechanisms to be employed to manage the safe and efficient movements of site generated traffic onto and off Pyes Pa Road and the access road(s) and along the length of Pyes Pa Road/Tauranga Direct Road, including any one-lane bridges;</p> <p>b) A single point of contact to field general enquiries and complaints and the procedures for dealing with them;</p> <p>c) Emergency vehicles access;</p> <p>d) Event traffic routes, volumes and hours of operation;</p> <p>e) Event site layout including visitor's facilities;</p> <p>f) The details for the requirements in Transit's Code of Practice for Temporary Traffic Management.</p>	
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**Roading**

Completion Date	Plan Details	Approval and Consultation
Prior to the commencement of activities	<p><b>Pyes Pa Road</b></p> <p><b>CONDITION 13</b> The consent holder(s) shall ensure that no direct site access for Park recreation activities is provided or constructed onto Pyes Pa Road without the prior consent of the relevant roading authority.</p> <p><b>CONDITION 14</b> The consent holder(s) shall identify all existing site forestry access locations on Pyes Pa Road. These forestry access locations shall be sign posted as not for public access and barred and padlocked when not in daily use by the forest owner.</p> <p><b>CONDITION 15</b> The consent holder(s) shall ensure that where site access is obtained via existing road intersections off Pyes Pa Road;</p> <ul style="list-style-type: none"> <li>• The intersections (excluding Te Matai Road) shall be upgraded in accordance with Diagram D: Moderate Use Access Standard of Transit NZ's Planning Policy Manual,</li> <li>• The sight distances onto Pyes Pa Road from its intersections with Mangatoi Road and Te Matai Road respectively are upgraded to the satisfaction of the relevant Road Controlling Authority, and</li> <li>• That the upgrading requirements of (a) and (b) shall be undertaken when site traffic generation exceeds an average of 30 vehicles per day (equivalent car movements), over 7 consecutive days during periods of peak activity. Traffic movements generated from 'Special Events' shall be specifically excluded from this assessment and calculation.</li> </ul> <p><b>CONDITION 16</b> The consent holder(s) shall ensure that where site access is obtained via existing road intersections off Pyes Pa Road (with the exception of the Te Matai Road intersection with Pyes Pa Road), the intersections shall be upgraded, commensurate with the peak hour traffic generation expected at the intersection (excluding the traffic movements generated from 'Special Events' shall be specifically excluded from this assessment and calculation) in accordance with the following Standards: The need for auxiliary turning lanes shall be assessed in accordance with Figures 5.23a &amp; 5.23b of Austroads Guide to Traffic Engineering Part 5: Intersections at Grade. Where right turn bays or left turn lanes are justified in accordance with Transit NZ requirements, these shall be constructed in accordance with Figures 3.25 and 3.20 respectively</p>	<p>Principal Administrative Officer of Council.</p> <p>In consultation with Transit</p> <p>Interested Parties; WBOP DC, Transit, Viking, adjoin landowners, usual stakeholders and users</p>

	<p>of the Manual of Traffic Signs and Markings (MOTSAM) Part 2 or an equivalent Transit NZ Standard.</p> <p><b>CONDITION 17</b>                  The consent holder(s) shall upgrade the intersection of Te Matai Road with Pyes Pa Road in accordance with condition 16 when:</p> <p>a) Park recreation activities within the site generates more than 45 vehicle movements (equivalent car movements) in any peak hour turning left or 45 vehicle movements in any peak hour turning right from Pyes Pa Road into Te Matai Road; or</p> <p>b) Where through traffic flow on Pyes Pa Road exceeds more than 200 vehicle movements (equivalent car movements) in any peak hour and Park recreation activities generated traffic exceeds 20% of the total turning traffic movement at the intersection for normal site operation,</p> <p>Traffic movements generated from 'Special Events' shall be specifically excluded from this assessment and calculation.</p> <p><b>CONDITION 18</b>                  The consent holder(s) shall ensure that all individual on-site activities, including walking, cycling and equestrian or motor vehicular traffic are confined to either the eastern or western sides of the All Terrain Park and that they do not allow linkage from one side to the other, at grade, across Pyes Pa Road for the purposes of on-site route continuation.</p> <p><b>District Roads</b></p> <p><b>CONDITION 20</b>                  The consent holder(s) shall generally provide complying access points and shall at all times provide safe and efficient access points off Mangatoi Road, Ngawaro Road, Te Matai Road and Whataroa Road. Mitigation shall, at minimum, include access upgrade(s) in accordance with the Western Bay of Plenty District Council Subdivision and Development Code of Practice to the satisfaction of the Principal Administrative Officer, or his/her delegate.</p> <p><b>CONDITION 21</b>                  The consent holder(s) shall generally comply with the Western Bay of Plenty District Council Subdivision and Development Code of Practice along District Roads (including Ngawaro Road) and shall at all times provide safe and efficient access between their respective intersections with Pyes Pa Road and the proposed site access points, to the satisfaction of the Principal Administrative Officer, or his/her delegate.</p> <p>Road improvements and access upgrades shall be commensurate with the expected traffic generation between the Pyes Pa Road intersection and the proposed site access point(s). Mitigation and upgrade measures shall recognise the potential for conflict with other road users and in particular, existing and future forestry truck activity. When conditions 16 and 17 trigger the provision of auxiliary turning lanes, then at the same time the District Roads will be sealed from the intersections with Pyes Pa Road to the Park entry. The engineering documents shall be submitted and approved prior to any works commencing. Carriageway width will be in accordance with diagram R2 contained in the Western Bay of Plenty District Council Subdivision and Development Code of Practice.</p> <p><b>Parking and Loading</b></p> <p><b>CONDITION 22</b>                  The consent holder(s) shall ensure that the provisions of the Western Bay of Plenty District Plan ("the District Plan") are met with regard to</p>	
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	<p>access, on-site parking and loading requirements for each consented on-site activity. At minimum this includes the provision of all-weather surfaces to on-site car parks, loading and manoeuvring areas and access to them.</p> <p><b>Construction</b></p> <p><b>CONDITION 23.</b> a) That, where roading upgrade requirements due to the</p> <p>b) That, where works are proposed on District Roads that Engineering documents be submitted to the Principal Administrative Officer or his/her delegate for approval prior to any works commencing. The design shall be in accordance with Council's subdivision and Development Code of Practice.</p>	
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## **APPENDIX 6. Traffic Assessment Whataroa Road Intersection Upgrade [Copy of letter from Transit to Jeff Hextall/WBOPDC]**

7426/3  
26 July 2007

Mr. J Hextall  
Harrison Grierson  
P O Box 1199  
**TAURANGA**

Dear Jeff,

### **TECT ALL TERRAIN PARK, PYES PA – PROPOSED SITE ACCESS VIA WHATAROA ROAD SH36 PYES PA ROAD INTERSECTION PERFORMANCE ASSESSMENT**

#### **1. INTRODUCTION**

Traffic Design Group has previously prepared a Traffic Impact (or Transportation) Assessment report of the traffic and transportation planning effects due to the proposal to develop a comprehensive "all terrain" outdoor pursuits park on land off State Highway 36 Pyes Pa Road (SH36).

Following on from our earlier involvement in the above project, Traffic Design Group has undertaken further analysis and assessment of site access opportunities for the above development proposal. As a result we have identified and recommended that the main site access should be formed off Whataroa Road, subject to an upgrade of the Whataroa Road intersection onto SH36. This will provide for dual lane entry and exit, comprising a right turn bay and a left turn deceleration lane on SH36 with separate left and right turn exit lanes on Whataroa Road.

Following the meeting with Transit New Zealand on 24 May 2007, Traffic Design Group has undertaken further analysis and assessment of the expected intersection performance in relation to the above proposed upgrade. Our assessment is summarised as follows:

#### **2. INTERSECTION PERFORMANCE ASSESSMENT**

Traffic Design Group has previously assessed and reported on the site access (Whataroa Road / SH36 intersection) capacity in our letter dated 23 March 2007, (reference: 7426-11etrep2303-Hextall.doc). At the request of Transit, analysis of the expected performance of the proposed intersection upgrade has been undertaken, on the basis of the following key parameters or assumptions:

- Peak activity site traffic generation has been assessed at a total of 770veh/h, assuming a capacity on site of 2,000 people and an average car occupancy of 2.6 people per car, (as researched in relation to average vehicle occupancies at similar outdoor pursuit parks and sporting event activities);
- The existing AM and PM peak hour traffic volumes on SH36, as derived from the latest (2006) Transit New Zealand records have been used as the base Year 0 traffic flows. The expected peak activity traffic generation has been added to these flows, which therefore conservatively assumes a coincident peak hour for the adjacent road network and site traffic generation;

- The following 2006 recorded weekday peak hour traffic volumes on SH36 have been assessed in relation to the base Year 0:
  - an AM peak hour traffic volume of approximately 280veh/h (two-way); and
  - a PM peak hour traffic volume of approximately 300veh/h (two-way);
- A 5% forecast growth per annum on the current (2006) SH36 peak hour traffic volumes has been applied with no change to the peak site traffic generation of 770veh/h in order to assess a future (Year 10) scenario; and
- Sensitivity testing has been undertaken on the basis that 70%, 60% and 50% respectively of all peak hour site traffic generation is expected to enter or exit north of the site, (to and from the Tauranga direction), with 30%, 40% and 50% respectively of all peak hour site traffic generation assessed as entering or exiting south of the site, (to and from the Rotorua direction).

The results of the respective AM and PM peak hour intersection performance assessments are provided on the attached tables. Tables 1 – 3 show the outputs of the modelling undertaken in relation to the coincident AM peak hour on the basis of the 70:30, 60:40 and 50:50 sensitivity weightings respectively. Tables 4 – 6 summarise the outputs from the assessment undertaken in relation to the coincident PM peak hour, again with the respective sensitivity weightings described above. The results are summarised as follows:

### 2.1 AM Peak Hour Intersection Performance Assessment

Tables 1 - 3 show that the proposed dual entry / exit intersection upgrade is expected to operate within efficient and acceptable performance limits in relation to the current and forecast traffic volumes during the AM peak hour. The tables show that the expected movements into and out of Whataroa Road in either direction do not interfere with the existing free flow conditions of the State Highway. Further, the assessed expected delays and 95% back of queues are negligible and are readily accommodated within the proposed Whataroa Road intersection upgrade.

### 2.2 PM Peak Hour Intersection Performance Assessment

Tables 4 – 6 show that the proposed dual entry / exit intersection upgrade is expected to operate within efficient and acceptable performance limits in relation to the current and forecast traffic volumes during the PM peak hour on all movements except the right turn out of Whataroa Road onto SH36 towards Tauranga. In this regard, the greatest delay relates to the sensitivity weighting that assigns 70% of all exiting site traffic to the north (towards Tauranga) when, by Year 10:

- The degree of saturation is close to capacity (at 0.943v/c);
- The average delay expected almost doubles to 41.8 seconds; and
- The 95% back of queue waiting to turn right increases from 74m (or approximately 11 car lengths) to 149m (a queue of approximately 21 cars).

The free flow conditions on SH36 remain unaffected although the increased delay expected on the right turn movement out of Whataroa Road has the potential to increase the risk of a crash at this intersection should exiting vehicles turn right during insufficient gaps in the passing traffic flow.

It is, however, noted that the intersection performance assessment undertaken is based on coincident AM and PM peak hour periods in relation to site generated traffic and SH36 traffic volumes. The intersection performance assessment is therefore based on an expectation that an event or events within the Park generate up to 770 vehicle arrivals during the weekday AM peak hour on SH36, (currently recorded at between 09:00am and 10:00am on a Friday

morning) and 770 vehicle departures onto SH36 during the weekday PM peak hour on SH36, (currently recorded between 5:00pm and 6:00pm on a Friday evening).

In reality, the various outdoor pursuit clubs that are expected to use the Park are more likely to generate peak activity during weekend periods rather than the current peak weekday periods associated with commuter traffic between Tauranga and Rotorua. It is reasonable to expect that weekend park activity could typically be expected to generate peak arriving traffic between approximately 9:00am and 10:00am and peak departing traffic between approximately 4:00pm and 5:00pm. The recorded traffic count data available shows that approximately 170veh/h (two-way) can be expected on SH36 between 9:00am and 10:00am at the weekend with 266veh/h (two-way) recorded between 4:00pm and 5:00pm at the weekend. These hourly volumes represent approximately 60% and 90% of the respective recorded weekday AM and PM peak hour traffic volumes that have been assessed as the base data in the intersection performance analysis. In this regard it is again evident that the intersection performance assessment undertaken is conservative although it is noted that the weekday PM peak hour assessed is only marginally greater than the coincident weekend PM peak hour.

The provision of additional storage is not necessary for additional capacity, however will provide additional confidence that the turning vehicles will not block the through traffic movements on SH36. Further, in anticipation of the use of bus transport to and from the site, it is recommended that an additional 20m storage length is provided to the right turn bay on SH36. This will result in a total right turn storage length of 40m which will be sufficient to accommodate up to two right turning buses clear of the through traffic lanes on the State Highway.

### 3. TRAVEL DEMAND MANAGEMENT

The above analysis assumes that all site traffic arrives or departs by private cars with an average occupancy of 2.6 people. On this basis, the assessed maximum capacity peak hour traffic generation equates to a total event attendance of 2,000 people. Park activity that is expected to generate more than 770 veh/h or 2,000 people will require one or more of the following measures:

- Management of arrival and departure flows in order to spread the peaks over a longer time period;
- The use of larger occupancy vehicles such as mini-buses and coaches in order to reduce the trip generating potential of the site and as a means of maximising event attendance numbers accordingly; and
- The use of a Traffic Management Plan to physically control and manage vehicle turning movements at the SH36 / Whataroa Road intersection.

### 4. FUTURE INTERSECTION UPGRADE REQUIREMENTS

Tables 4 - 6 show that, on the basis of the parameters and assumptions detailed above, the SH36 / Whataroa Road intersection may require further upgrade in the future in order to safely and efficiently accommodate the expected turning movements, particularly in relation to right turn movements out of Whataroa Road onto SH36 northbound during the PM peak period.

It is understood that a vehicular underpass is being considered to link the eastern and western areas of the site. If an additional access is provided on the western side of SH36, then the underpass could be used to link these two access locations and thus provide a "parclo" type intersection with the link roads allowing for left turn movements only onto and off the State



Highway. Traffic generation is not, however expected to be of a level to require this type of intersection until activity at the park is well established. Consideration of such a “parclo” type intersection treatment could therefore form part of the long term development plan analysis.

With a “parclo” type design, the intersections with SH36 would retain the standard rural left turn acceleration and deceleration lanes, rather than motorway style merge and diverges. This intersection layout would eliminate the need for right turn movements to and from SH36 and provide significantly increased capacity. Further, such a layout would be consistent with Transit NZ’s desire for the provision of a grade separated intersection. It is also expected that such an intersection layout that eliminates the need for right turn movements, will, in most instances, remove the requirement for a comprehensive event traffic management plan.

Notwithstanding this, it is noted that the broad assumptions used in the intersection performance assessment to date means that the outcomes summarised in Tables 1 - 6 are indicative. The requirement for further intersection upgrade is not certain at this stage and is subject to the development of traffic generating activities on-site.

Further, appropriate travel demand management measures are intended as a means of reducing the trip generating potential of the site and its effects on the wider road network to the extent that a future intersection upgrade may not be required.

## 5. SITE ACCESS RESOURCE CONSENT CONDITIONS

The consent conditions that specifically relate to traffic matters included requirements for access and intersection upgrades in accordance with relevant Standards. The consent conditions also set thresholds as to the level of site traffic generation and through traffic volumes that can be accommodated by each intersection / access type.

These conditions of consent were recommended as appropriate means of mitigating any potential for adverse effect due to traffic. An additional recommended consent condition requires regular monitoring of Park traffic generation through the deployment of automatic traffic counters at the entrance to the Park on Whataroa Road and at other key locations as necessary.

The assessment to date has been preliminary and is based on estimates of the traffic generating potential of the types of activities that are typically expected on-site. Further, it assumes a ‘worst case scenario’ that includes coincident peak activity in relation to site generated arriving or departing traffic and SH36 traffic flows and a forecast 5% annual growth in traffic on SH36. Nor does the intersection performance assessment consider the potential for trip reduction due to effective travel demand management. The assessment undertaken and summarised above is therefore indicative and subject to change in relation to the actual development of the Park.

It is noted that, in reality typical activity on-site is expected to generate significantly less traffic than the 770veh/h assessed and that this threshold is unlikely to occur except in relation to a few days per year.

On this basis, it is recommended that an intersection performance assessment is undertaken annually (or at other appropriate time intervals to be determined) using the most recent traffic count data available at the time and that the intersection performance assessment summary tables attached are updated and amended accordingly.

This ‘annual’ assessment will provide a more robust indication of the effect of the park activity over time on the proposed site access provisions via Whataroa Road and its effect on the

strategic road network (SH36). Future road and intersection upgrades can be planned and implemented as required, as can traffic management and travel demand management planning.

Accordingly, it is recommended that the appropriate resource consent conditions relating to monitoring of traffic volumes are revised to include a requirement for an annual review of the expected intersection performance.

## 6. CONCLUSION

The assessment has identified the intersection of Whataroa Road with SH36 as providing the most suitable locations for site access. It is assessed that this intersection, with the upgrades recommended, will be more than readily able to accommodate a total site traffic generation of approximately 770veh/h safely and efficiently and without detrimental effect to following through traffic on SH36.

It is recommended that a specific travel demand management and traffic management plan be required on occasions when on-site activities or events are expected to generate in excess of 770veh/h over a coincident peak hour period. In particular, it is recommended that due consideration is given by the applicant and the prospective park user groups / event organisers to the use of mini-buses and coaches and other travel demand management initiatives as a means of reducing the traffic generating potential of the site.

It is also recommended that the performance of the SH36 / Whataroa Road intersection is reviewed on an annual basis using the traffic data collected in order to plan for a future intersection upgrade as necessary.

We trust that the above assessment is of help and as ever, we are more than happy to provide further explanation or clarification as necessary.

Yours faithfully

Iain China  
**SENIOR TRAFFIC ENGINEER**

enc.

**Tables 1-6 attached**

ROAD	MOVEMENT	EXPECTED TRAFFIC VOLUME (veh/h)		DEGREE OF SATURATION (v/c)		AVERAGE DELAY (sec)		LEVEL OF SERVICE		95% BACK OF QUEUE (m)		MINIMUM TURN LANE LENGTH REQUIRED (m)	
		YEAR 0	YEAR 10	YEAR 0	YEAR 10	YEAR 0	YEAR 10	YEAR 0	YEAR 10	YEAR 0	YEAR 10	YEAR 0	YEAR 10
SH36 PYES PA ROAD SOUTHERN APPROACH	NORTHBOUND THROUGH	140	217	0.076	0.117	0	0	A	A	0	0	N/A	N/A
	RIGHT TURN OFF SH36	208	208	0.140	0.152	13.4	13.8	B	B	6	7	20	20
SH36 PYES PA ROAD NORTHERN APPROACH	SOUTHBOUND THROUGH	141	219	0.076	0.118	0	0	A	A	0	0	N/A	N/A
	LEFT TURN OFF SH36	485	485	0.262	0.262	13.6	13.6	A	A	5	5	10	10
WHATAROA ROAD	LEFT TURN ONTO SH36	23	23	0.019	0.021	13.6	13.9	B	B	1	1	10	10
	RIGHT TURN ONTO SH36	54	54	0.104	0.131	17.1	19.1	C	C	3	4	10	10

**Table 1 : AM Peak Hour SH36 / Whataroa Road Intersection Performance Summary – 70% Site Generated Traffic To / From North (Tauranga) : 30% Site Generated Traffic To / From South (Rotorua)**

ROAD	MOVEMENT	EXPECTED TRAFFIC VOLUME (veh/h)		DEGREE OF SATURATION (v/c)		AVERAGE DELAY (sec)		LEVEL OF SERVICE		95% BACK OF QUEUE (m)		MINIMUM TURN LANE LENGTH REQUIRED (m)	
		YEAR 0	YEAR 10	YEAR 0	YEAR 10	YEAR 0	YEAR 10	YEAR 0	YEAR 10	YEAR 0	YEAR 10	YEAR 0	YEAR 10
SH36 PYES PA ROAD SOUTHERN APPROACH	NORTHBOUND THROUGH	140	217	0.076	0.117	0	0	A	A	0	0	N/A	N/A
	RIGHT TURN OFF SH36	277	277	0.187	0.203	13.4	13.8	B	B	9	9	20	20
SH36 PYES PA ROAD NORTHERN APPROACH	SOUTHBOUND THROUGH	141	219	0.076	0.118	0	0	A	A	0	0	N/A	N/A
	LEFT TURN OFF SH36	416	416	0.225	0.225	13.6	13.6	A	A	5	5	10	10
WHATAROA ROAD	LEFT TURN ONTO SH36	31	31	0.027	0.030	13.6	14.0	B	B	1	1	10	10
	RIGHT TURN ONTO SH36	46	46	0.096	0.121	17.8	20.1	C	C	3	4	10	10

**Table 2 : AM Peak Hour SH36 / Whataroa Road Intersection Performance Summary – 60% Site Generated Traffic To / From North (Tauranga) : 40% Site Generated Traffic To / From South (Rotorua)**

ROAD	MOVEMENT	EXPECTED TRAFFIC VOLUME (veh/h)		DEGREE OF SATURATION (v/c)		AVERAGE DELAY (sec)		LEVEL OF SERVICE		95% BACK OF QUEUE (m)		MINIMUM TURN LANE LENGTH REQUIRED (m)	
		YEAR 0	YEAR 10	YEAR 0	YEAR 10	YEAR 0	YEAR 10	YEAR 0	YEAR 10	YEAR 0	YEAR 10	YEAR 0	YEAR 10
SH36 PYES PA ROAD SOUTHERN APPROACH	NORTHBOUND THROUGH	140	217	0.076	0.117	0	0	A	A	0	0	N/A	N/A
	RIGHT TURN OFF SH36	347	347	0.234	0.254	13.5	13.9	B	B	11	12	20	20
SH36 PYES PA ROAD NORTHERN APPROACH	SOUTHBOUND THROUGH	141	219	0.076	0.118	0	0	A	A	0	0	N/A	N/A
	LEFT TURN OFF SH36	347	347	0.187	0.187	13.6	13.6	A	A	4	4	10	10
WHATAROA ROAD	LEFT TURN ONTO SH36	39	39	0.033	0.036	13.6	14.0	B	B	1	1	10	10
	RIGHT TURN ONTO SH36	39	39	0.091	0.115	18.6	21.2	C	C	3	3	10	10

**Table 3 : AM Peak Hour SH36 / Whataroa Road Intersection Performance Summary – 50% Site Generated Traffic To / From North (Tauranga) : 50% Site Generated Traffic To / From South (Rotorua)**

**Base Assumptions:**

- 5% forecast growth per annum on SH36 Pyes Pa Road AM peak hour traffic volumes from 2006 records
- Coincident AM peak hour for road network and site traffic generation
- 10% of site generated traffic exiting the site (via Whataroa Road) during AM peak hour
- 10% HGV traffic on SH36 through movements
- 5% HGV traffic on all turning movements into and out of Whataroa Road
- 770 veh/h based on an expected event capacity of 2000 people with an average car occupancy of 2.6 people
- Dual lane entry and exit

**Minimum Turn Lane Storage Length Requirements:**

- Excludes diverge taper length
- A 20m minimum right turn stacking length has been assessed in accordance with Figure 3.25 Markings for Right Turn Bays in Rural Areas 'Manual of Traffic Signs and Markings (MOTSAM) Part II: Markings' minimum right turn stacking length
- A nominal 10m storage length is recommended for the left turn deceleration lane on SH36 where the 95% back of queues has been assessed as less than 10m
- A nominal 10m storage length is recommended for the exit lanes on Whataroa Road where the 95% back of queues has been assessed as less than 10m

N/A Not Applicable

ROAD	MOVEMENT	EXPECTED TRAFFIC VOLUME (veh/h)		DEGREE OF SATURATION (v/c)		AVERAGE DELAY (sec)		LEVEL OF SERVICE		95% BACK OF QUEUE (m)		MINIMUM TURN LANE LENGTH REQUIRED (m)	
		YEAR 0	YEAR 10	YEAR 0	YEAR 10	YEAR 0	YEAR 10	YEAR 0	YEAR 10	YEAR 0	YEAR 10	YEAR 0	YEAR 10
SH36 PYES PA ROAD SOUTHERN APPROACH	NORTHBOUND THROUGH	180	279	0.097	0.150	0	0	A	A	0	0	N/A	N/A
	RIGHT TURN OFF SH36	23	23	0.015	0.016	13.3	13.5	B	B	1	1	20	20
SH36 PYES PA ROAD NORTHERN APPROACH	SOUTHBOUND THROUGH	123	191	0.067	0.103	0	0	A	A	0	0	N/A	N/A
	LEFT TURN OFF SH36	54	54	0.029	0.029	13.5	13.5	B	B	1	1	10	10
WHATAROA ROAD	LEFT TURN ONTO SH36	208	208	0.174	0.188	13.6	14.0	A	A	7	8	10	10
	RIGHT TURN ONTO SH36	485	485	0.749	0.943	21.9	41.8	C	E	74	149	75	150

**Table 4 : PM Peak Hour SH36 / Whataroa Road Intersection Performance Summary – 70% Site Generated Traffic To / From North (Tauranga) : 30% Site Generated Traffic To / From South (Rotorua)**

ROAD	MOVEMENT	EXPECTED TRAFFIC VOLUME (veh/h)		DEGREE OF SATURATION (v/c)		AVERAGE DELAY (sec)		LEVEL OF SERVICE		95% BACK OF QUEUE (m)		MINIMUM TURN LANE LENGTH REQUIRED (m)	
		YEAR 0	YEAR 10	YEAR 0	YEAR 10	YEAR 0	YEAR 10	YEAR 0	YEAR 10	YEAR 0	YEAR 10	YEAR 0	YEAR 10
SH36 PYES PA ROAD SOUTHERN APPROACH	NORTHBOUND THROUGH	180	279	0.097	0.150	0	0	A	A	0	0	N/A	N/A
	RIGHT TURN OFF SH36	31	31	0.021	0.022	13.3	13.5	B	B	1	1	20	20
SH36 PYES PA ROAD NORTHERN APPROACH	SOUTHBOUND THROUGH	123	191	0.067	0.103	0	0	A	A	0	0	N/A	N/A
	LEFT TURN OFF SH36	46	46	0.025	0.025	13.5	13.5	B	B	1	1	10	10
WHATAROA ROAD	LEFT TURN ONTO SH36	277	277	0.232	0.251	13.7	14.1	A	A	10	11	10	10
	RIGHT TURN ONTO SH36	416	416	0.650	0.819	19.9	28.1	C	D	50	78	50	80

**Table 5 : PM Peak Hour SH36 / Whataroa Road Intersection Performance Summary – 60% Site Generated Traffic To / From North (Tauranga) : 40% Site Generated Traffic To / From South (Rotorua)**

ROAD	MOVEMENT	EXPECTED TRAFFIC VOLUME (veh/h)		DEGREE OF SATURATION (v/c)		AVERAGE DELAY (sec)		LEVEL OF SERVICE		95% BACK OF QUEUE (m)		MINIMUM TURN LANE LENGTH REQUIRED (m)	
		YEAR 0	YEAR 10	YEAR 0	YEAR 10	YEAR 0	YEAR 10	YEAR 0	YEAR 10	YEAR 0	YEAR 10	YEAR 0	YEAR 10
SH36 PYES PA ROAD SOUTHERN APPROACH	NORTHBOUND THROUGH	180	279	0.097	0.150	0	0	A	A	0	0	N/A	N/A
	RIGHT TURN OFF SH36	39	39	0.026	0.028	13.3	13.5	B	B	1	1	20	20
SH36 PYES PA ROAD NORTHERN APPROACH	SOUTHBOUND THROUGH	123	191	0.067	0.103	0	0	A	A	0	0	N/A	N/A
	LEFT TURN OFF SH36	39	39	0.021	0.021	13.5	13.5	B	B	1	1	10	10
WHATAROA ROAD	LEFT TURN ONTO SH36	347	347	0.290	0.313	13.7	14.2	A	A	13	14	15	15
	RIGHT TURN ONTO SH36	347	347	0.546	0.689	18.5	23.7	C	C	34	48	35	50

**Table 6 : PM Peak Hour SH36 / Whataroa Road Intersection Performance Summary – 50% Site Generated Traffic To / From North (Tauranga) : 50% Site Generated Traffic To / From South (Rotorua)**

**Base Assumptions:**

- 5% forecast growth per annum on SH36 Pyes Pa Road AM peak hour traffic volumes from 2006 records
- Coincident AM peak hour for road network and site traffic generation
- 10% of site generated traffic exiting the site (via Whataroa Road) during AM peak hour
- 10% HGV traffic on SH36 through movements
- 5% HGV traffic on all turning movements into and out of Whataroa Road
- 770 veh/h based on an expected event capacity of 2000 people with an average car occupancy of 2.6 people
- Dual lane entry and exit

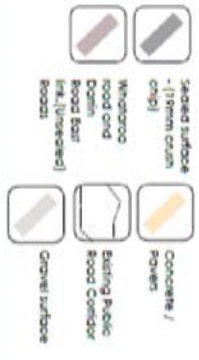
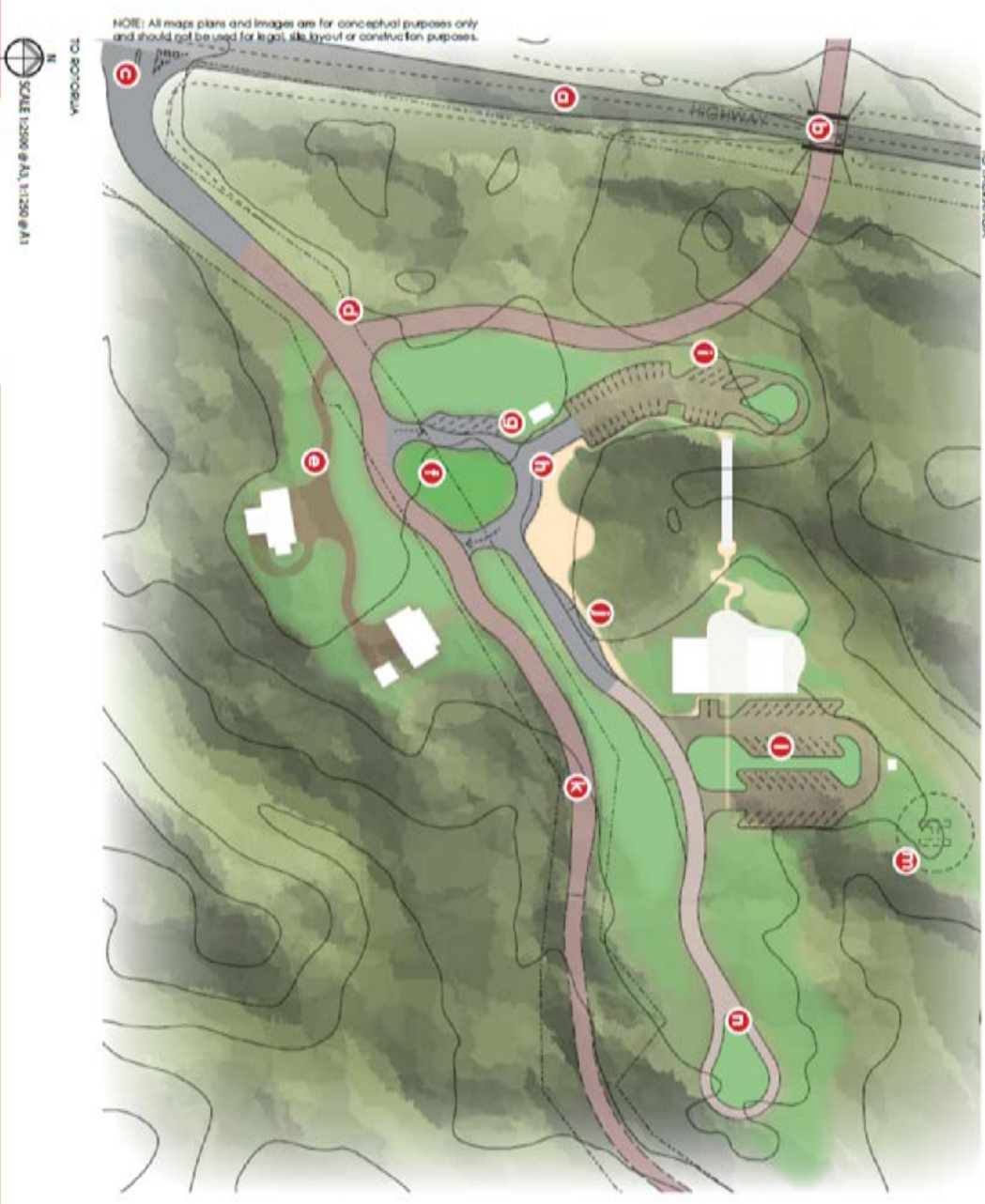
**Minimum Turn Lane Storage Length Requirements:**

- Excludes diverge taper length
- A 20m minimum right turn stacking length has been assessed in accordance with Figure 3.25 Markings for Right Turn Bays in Rural Areas 'Manual of Traffic Signs and Markings (MOTSAM) Part II: Markings' minimum right turn stacking length
- A nominal 10m storage length is recommended for the left turn deceleration lane on SH36 where the 95% back of queues has been assessed as less than 10m
- A nominal 10m storage length is recommended for the exit lanes on Whataroa Road where the 95% back of queues has been assessed as less than 10m

N/A Not Applicable



## APPENDIX 7. Parking and Roding at Central Hub



- Guided by the existing terrain, roding respects the natural landform and aims to slow vehicles down and enhance the park experience. The key elements of the roding design are as follows:
- a. Existing State Highway
  - b. Underpass (under construction)
  - c. Primary access point to All Terrain park off highway.
  - d. First intersection allowing left hand turn to western half of park.
  - e. Private accessway to ranger's house and compound.
  - f. Landscape traffic island/entry feature (one-way movement).
  - g. Parking boys near toilet block for short term visitors.
  - h. Mini-bus bay near shelter.
  - i. Visitor parking including oversize parks for vehicles with trailers.
  - j. Additional Bus bays.
  - k. Whararua Road link to eastern half of park.
  - l. Visitor's centre parking
  - m. Helicopter pad
  - n. Turnaround area.
- NOTE: Road areas shown in grey are intended to be sealed using a large chip size to prevent misuse by 'boy racers'.

**APPENDIX 8. MEMORANDUM OF UNDERSTANDING  
BETWEEN WESTERN BAY OF PLENTY DISTRICT COUNCIL AND USER GROUPS  
TECT ALL TERRAIN PARK**

Dated this \_\_\_\_ day of \_\_\_\_\_ 2009

**1. PARTIES**

**Western Bay of Plenty District Council (“WBOPDC”)**

**AND**

The \_\_\_\_\_ an incorporated society registered in the Companies Office as  
“ \_\_\_\_\_ ”

**2. PURPOSE**

2.1 The purpose of this Memorandum of Understanding (“MOU”) is to identify and record areas of common interest between the Parties in relation to the TECT All Terrain Park.

2.2 This MOU is intended to record the mutual understanding and good faith of the Parties.

**3. BACKGROUND**

3.1 The Western Bay of Plenty District Council administers the TECT All Terrain Park. User groups have been invited to investigate the potential for developing specific recreation and support facilities, tracks and utilities within the TECT All Terrain Park to serve their membership and interests. It is recognised that entry into the TECT All Terrain Park by user groups is necessary for the purpose of scoping, surveying, and assessing to provide information needed by those user groups to develop a proposal for ongoing use of the TECT All Terrain Park. This MOU provides an interim agreement for these purposes.

3.2 The \_\_\_\_\_ is one such user group. The \_\_\_\_\_ wish to investigate developing the area(s) of interest defined in Schedule 1. Map attached.

**4. ROLE OF WBOPDC**

4.1 For the duration of this MOU, WBOPDC and the \_\_\_\_\_ will work co-operatively to develop a User Group Management Plan and a lease document for the area of interest in the TECT All Terrain Park.

**5. ROLE OF \_\_\_\_\_**

5.01 The \_\_\_\_\_ will appoint a project leader(s) in respect of each area of interest being investigated for the User Group Management Plan proposal and lease.

5.02 The project leader(s) will ensure that the user group understands and closely follows the conditions of the MOU.

5.03 The project leader(s) will provide a health and safety briefing and hazard assessment at the beginning of each workday at the site. The project leader(s) will ensure that details of the health & safety briefing and assessment are fully understood and adhered to by all members of the group. Project leader(s) will be required to report any further hazards identified so these can be eliminated, isolated, or minimised. Project leader(s) will be required to report any accidents or near misses to the WBOPDC.



5.04 Project leader(s) will follow all instructions and directions of the WBOPDC, and ensure that their user group undertakes work only within the area of interest defined in Schedule 1 and that any work undertaken is to agreed WBOPDC standards as notified by WBOPDC.

5.05 Project leader(s) will report in and out on each workday to the WBOPDC's office or by phone. Names and contact numbers of each participant *[defined as entering the area of interest in the capacity of \_\_\_\_\_project member, consultant or volunteer]* will be left with WBOPDC's office for that day.

5.06 Access to the eastern half of the Park can be gained by public road or by permission for internal roads. Access to the western half of the Park shall be temporarily available via Ngawaro Road (Public Road) onto Ziggy Road (forestry access track, and paper road). Project leader(s) will advise P F Olsen's forestry managers by phone at the beginning and end of each day they are on the site and using Ngawaro Road for access. Access for the intentions of the permitted task is to be via Ngawaro Road until such point in time as the Whataroa/Darrin Road link is constructed and the road opened for use, until then extreme caution must be taken when using Ngawaro Road. Locked gates are present on all roads and a key will need to be obtained from the Park Manager.

5.07 Project leader(s) will only undertake permitted tasks outlined within this MOU. Any work required outside of the MOU will be reported to WBOPDC to ascertain appropriate action.

5.08 At least one member in any work group must hold a current First Aid Certificate and carry a first aid kit at all times. Any incidents requiring first aid must be reported to WBOPDC within 24 hours. In the event that there is not a qualified first-aider available the work group cannot proceed on that day.

5.09 Project leader(s) will provide their own personal protection equipment including boots and wet weather gear. Advice on requirements will be provided by WBOPDC. Notwithstanding such advice provided by WBOPDC, all user groups are on site at their own risk and WBOPDC accepts no responsibility for any [accidents/damage/etc] caused.

5.10 \_\_\_\_\_agrees to indemnify WBOPDC against liability for any damage or loss to the Council or any other person arising from the \_\_\_\_\_actions or omissions in relation to the TECT All Terrain Park.

5.11 The \_\_\_\_\_shall at all times comply with the provisions of all statutes regulations and bylaws including but not restricted to the Health Act 1956, Resource Management Act 1991, Health and Safety in Employment Act 1992 and the WBOPDC's District Plan. The Park is bound by a number of specific resource consent requirements that will need to be addressed in proposed site modifications. In addition, the area of interest may be part of a Forestry Right Agreement managed by PF Olsen's and any tree removal would have to be approved by them and proof of that permission provided to WBOPDC prior to work being carried out.

## 6 **PERMITTED TASKS**

6.1 Physical entry into the area of interest upon prior notification to WBOPDC's Park Manager.

6.2 Survey line clearing and tree removal within the area of interest to facilitate site scoping, surveying, and assessing if area not part of a Forestry Right Agreement.

6.3. Survey point establishment, marking and flagging.

6.4 Limited site clearing and track opening and/or track building within the area of interest to determine site contours and conditions in consultation with WBOPDC's Park Manager.

**7. MEDIA INTEREST, PUBLICITY AND ACKNOWLEDGEMENTS**

7.1 The Parties may publicise the achievements made pursuant to this MOU. Media releases may include acknowledgement of the support and involvement of the Parties.

**8. TERM OF MOU**

8.1 This MOU will come to an end either

(a) One year from the date the MOU was signed or

(b) When the MOU is superseded by a formal lease, licence or permit and user group management plan being formally accepted by WBOPDC's Park Manager and WBOPDC.

8.2 One month prior to the end of the term of the MOU, a meeting will be held by the Parties to discuss the effectiveness of this MOU and to review the scoping undertaken during the year, and any issues that may have arisen.

8.3 By mutual agreement, the Parties may extend or renew this MOU for further periods of time, the Parties may agree either on the same terms or on varied terms.

**9. DISPUTES**

9.1 All disputes or differences between the Parties in relation to the interpretation or performance of this MOU shall be raised in the first instance with the WBOPDC's Park Manager (TECT All Terrain Park).

9.2 If the dispute or difference is unable to be resolved by the Park Manager the Parties may agree to refer the matter to an independent mediator.

9.3 If, at the end of 14 days after either party gives written notice to the other seeking to refer the matter to an independent mediator, the parties have not either settled their dispute or agreed upon an independent mediator, it shall be referred to the arbitration of a single arbitrator to be appointed by the Arbitrators and Mediators Institute of NZ.

**10. TERMINATION**

Either Party may terminate this MOU at any time by giving one month's notice in writing to the other Party.

**11. SUCCESSORS AND ASSIGNS**

"The Council" and "The Owners" shall include their executors, administrators, and successors or permitted assigns.

**SCHEDULE 1:**

The area of interest is that area of TECT All Terrain Park described as the \_\_\_\_\_ Sub-hub and identified on the attached map.

**SIGNED by the PARK MANAGER  
Western Bay of Plenty District Council**

\_\_\_\_\_  
**Ric Balfour (under delegated authority)**

THE COMMON SEAL OF  
)  
WESTERN BAY OF PLENTY  
)  
DISTRICT COUNCIL was hereto  
affixed in the presence of: )  
)

\_\_\_\_\_  
Authorised Officer

**SIGNED by the \_\_\_\_\_ representative**

\_\_\_\_\_

**Postal address for return of User Group copy:**

Name: \_\_\_\_\_  
Contact ph: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



- 
- APPENDIX 9. User Group Management Plan Document (to be updated)**
  - APPENDIX 10. User Group Lease Agreement (to be updated)**

## APPENDIX 11. Drawings of Proposed Signage



proposed billboard - entering area

photo - suggested father/son, friends etc - focus on smiles with a bit of mud!



proposed billboard - leaving area

photo - suggested father/son, friends etc - focus on smiles with a bit of mud!

**APPENDIX 13. Brand Management Kit (available on request)**

**APPENDIX 14. OSH Plan (in development)**

**APPENDIX 15. Pumicelands Rural Fire Authority Fire Plan 2007  
(available upon request)**