

General

- 1) The works shall be carried out in general accordance with the resource consent application RMXXXXXX received by Council on XXX 2018 unless otherwise inconsistent with the conditions of consent, in which case these conditions shall prevail.

Landscaping

- 2) The landscape planting shall be undertaken in general accordance with the approved Landscape Plan. Landscaping internal to the site will be used to delineate the camping bays but may not be established exactly as shown on the site plan.
- 3) The landscape boundary planting along the northern boundary of the site shall be maintained to a minimum height of 2m and a minimum width of 1 metre to provide adequate screening of the site. Any dead plants shall be replaced to maintain this screening function.
- 4) The plantings referred to in condition (2) above shall be implemented within 12 months of the motor caravan park commencing operation, and shall be maintained (and replaced, as necessary) thereafter.

Camping activity

- 5) Gas generators shall not be used within the site between the hours of 8:00pm and 8:00am, and advice to this effect shall be included on the sign erected on site.
- 6) The use of the site for camping on a temporary basis shall be restricted to NZMCA financial members travelling in NZS 5465:2001 certified self-contained vehicles only.
- 7) The activity shall result in no greater than 8 lux of light onto any other site used for residential purposes during night-time hours, measured at the windows of any such residentially occupied building.

Earthworks and development of the site

- 8) Prior to earthworks, a technical specification of the pavement design shall be prepared in accordance with construction considerations recommended in the Pavement Options Memo submitted with the resource consent application.
- 9) As a first principle, every practical effort should be made to avoid damage to any archaeological site, whether known, or discovered during any redevelopment of the site.
- 10) A site instruction document and contractor briefing document shall be prepared for NZMCA. Before the start of any on-site works, all contractors should be briefed by an archaeologist on the legislative requirements of working within archaeological sites.
- 11) All subsurface works should be monitored by an archaeologist. Any archaeological features or recovered material should be appropriately recorded and analysed.
- 12) Before site works commence notification should be given with at least 2 working days' notice, to Heritage New Zealand Pouhere Taonga (HNZPT) and Aukaha. An invitation should be extended for a representative from Kāti Huirapa Runaka ki Puketeraki to attend site during all earthworks.
- 13) If at any stage during the development Māori material is discovered, New Zealand Heritage Properties (NZHP) should be called in the first instance. NZHP will assist the NZMCA to contact all relevant parties, including HNZPT, and Aukaha. If Māori material does exist in the area to be developed, damage to this should be minimised. Any Maori artefacts will be, prima facie, property of the Crown and will be submitted to the appropriate institutions.
- 14) A full report on any archaeological material that is found should be prepared and submitted to the HNZPT within one year of the completion of archaeological site works.

Advice Note 1: An archaeological authority under Section 44 of the HNZPTA 2014 should be obtained from HNZPT prior to any modification of the site.

Vehicle Access

- 15) Vehicle access to the site for the purpose of NZMCA members camping at the site shall be via Bay Road only.
- 16) NZMCA shall communicate to their members that they shall enter the site via Hill Road following the existing signage indicating the route towards the Warrington Domain, and must include a sign on the driveway advising those leaving the site that they must turn right towards Hill Road.
- 17) The vehicle access must be a minimum 6.0m formed width, hard surfaced from the edge of the Bay Road carriageway to a distance no less than 15.0m inside the property boundary and be adequately drained.
- 18) The surfacing/pavement design for the vehicle access and Stage 2 parking areas must be specifically designed by a suitably qualified person, and the pavement construction of these areas must be certified by a suitably qualified person as having been constructed to an appropriate standard. The design and certification must be submitted to DCC Transport, prior to commencement of the activity.
- 19) The consent holder shall undertake photographic monitoring of the ground conditions over the first winter season and provide visual documentation (photos) to the DCC Transport Group. Should the integrity of the ground be compromised i.e., grass or soil is exposed due to circulation during wet weather, then Pavement Type 3 shall be considered in the first instance, followed by consideration of Pavement Type 1 to remediate the situation.
- 20) The proposed gate at the northern end of the vehicle access shall be set back at least 15m inside the property from the boundary with Bay Road to allow sufficient vehicle queuing space.
- 21) The vehicle crossing, between the road carriageway and the property boundary must be constructed in accordance with Dunedin City Council's Industrial Specification for Vehicle Entrances.

Bay Road Upgrade

- 22) The consent holder must construct a gravelled/metalled shoulder on the northern side of Bay Road (between the site access and intersection Bay Road/Hill Road intersection). The shoulder must be no less than 0.8m wide and desirably 1.0m wide.
- 23) Detailed engineering plans, showing the details of the upgrading/widening of Bay Road required by Condition 21, must be submitted to and approved by the DCC Transport Group prior to construction.
- 24) Upon completion of upgrading/widening of Bay Road, all works must be tested to demonstrate that they meet the acceptance requirements of the DCC Code of Subdivision and Development and/or alternative land development engineering standards as accepted by the Council.
- 25) Upon completion of all of the roading works, the works must be certified as having been constructed in accordance with the approved plans and specifications, and as-built plans shall be provided to the DCC Transport Group.

Advice Note 2: *The shoulder width may vary depending on physical constraints adjacent to the existing seal.*

Road Safety Audit

- 26) Within one year, but no sooner than six months, after the commencement of the campground activity (i.e., inclusive of the peak summer period) the consent holder shall engage a suitably qualified traffic/transportation engineer to undertake, and submit to DCC Transport Group, a Road Safety Audit (RSA) of Bay Road (between the site and the intersection with Hill Road) and the Bay Road/Hill Road intersection. The suitably qualified traffic/transportation engineer must either determine whether the intersection is operating to an appropriate level of safety/efficiency or make recommendations on the necessary improvements.

Advice Note 3: *The applicant is only responsible for undertaking a post-construction RSA and will not be responsible for implementing any necessary physical works as recommended by the RSA. Instead, this responsibility lies with the Council.*