

27 October 2021

New Zealand Motor Caravan Association
C/- Stantec
PO Box 13 052
Christchurch 8141

Via email: Kelly.bombay@stantec.com

Dear Kelly

RESOURCE CONSENT APPLICATION:

**LUC-2020-293
20A BAY ROAD
WARRINGTON,**

The above application for land use consent to establish and operate a camping site for self-contained vehicles or caravans (NZMCA members only) and undertake associated earthworks at 20 Bay Road, Warrington, Dunedin (now 20A Bay Road¹), was processed on a limited notified basis in accordance with section 95 of the Resource Management Act 1991. The Consent Hearings Committee, comprised of Councillors David Benson-Pope (Chairperson), Christine Garey and Mike Lord, heard and considered the application at a hearing on 24 September 2021.

At the end of the public part of the hearing, the Committee, in accordance with section 48(1) of the Local Government Official Information and Meetings Act 1987, resolved to exclude the public.

Following the conclusion of the hearing, a site visit was undertaken by the Hearings Committee on Friday 1 October 2021.

The Committee has **granted** consent to the application on 7 October 2021. The full text of this decision commences below with a consent certificate attached to this letter.

Please note that the processing of this application could not be completed within the time limit prescribed under section 115 of the Resource Management Act 1991. The time limits for the processing of this consent have been extended pursuant to sections 37A(2)(a) and 37A(4)(b)(i) of the Resource Management Act 1991.

The Hearing and Appearances

The applicant was represented by:

James Imlach (National Manager – Property and Policy, New Zealand Motor Caravan Association) via Zoom
Rayya Ali (Planner, New Zealand Motor Caravan Association) via Zoom

¹The address and legal description of the site has changed since the lodgement and notification of the application as a result of the completion of subdivision SUB-2018-148

Ken Foote (New Zealand Motor Caravan Association)
Phil Page (Legal Counsel for the applicant)
Kelly Bombay (Consultant Planner)
Jeremy Trevathan (Acoustics Engineer)
Chris Rossiter (Transportation Engineer)

Council staff attending were:

Campbell Thomson (Advisor to Committee)
Robert Buxton (Consultant Processing Planner)
Wendy Collard (Governance Support Officer)
John McAndrew (Plant Operations Manager, 3 Waters) via Zoom
Jakub Kochan (Subdivision Engineer 3 Waters)
Richard Ewans (Biodiversity Advisor)
John Brenkley (Planning and Partnerships Manager, Parks and Recreation) via Zoom.
Other technical advisors were available if required and observed proceedings via a live stream connection, including Luke McKinlay (Landscape Architect) and Logan Copland (Transportation Planner)

Submitters in attendance included:

Brendan and Suzi Flack on behalf of Kāti Huirapa Rūnaka ki Puketeraki
Louise Marsh and Quenton Johnston
Kevin, Prudence and Jye Muschamp

Procedural Issues

No procedural issues were raised.

Principal Issues of Contention

The principal issues of contention are as follows:

- Effects of traffic movement on residential amenity and safety of road network
- Effects on natural environment and cultural values of waste disposal
- Effects of ground disturbance and use on cultural values and archaeology of site
- Effects on character of Warrington community
- Effectiveness of measures to avoid or mitigate adverse effects

Summary of Evidence

Introduction from Processing Planner

The Consultant Processing Planner (Robert Buxton) tabled and spoke to a summary of his report, giving an overview of the proposal before commenting on the notification of the application and the submissions received. Mr Buxton confirmed that the application was for the establishment of a camping site for up to 60 self-contained vehicles or caravans, and that the area to be used for parking of vehicles would be on the eastern half of Lot 2 of subdivision SUB-2018-148. He noted that this was adjacent to the existing freedom camping site in the Warrington domain but access to the proposed site would be via Bay Road.

Mr Buxton commented that the activity was proposed to be undertaken in two stages. He advised that the application stated that NZMCA members would be permitted to stay on a temporary basis only and would not be semi-permanent or permanent, with the average length of stay expected to be 2 to 3 consecutive nights. Mr Buxton recommended that, subject to conditions, consent be granted.

Mr Buxton responded to questions from the Committee regarding the recommended consent conditions. He confirmed that it was expected an archaeologist (engaged by the applicant) will be present when earthworks are being undertaken. Mr Buxton confirmed the advice of transportation on the dimensions

of the sealed driveway formation required and entranceway to the road and commented on the use of the existing effluent dump site. He clarified the meaning of the term 'screening' in relation to the provision of landscape planting. He noted that this did not mean a complete visual barrier to the site from neighbouring properties. Mr Buxton confirmed the condition recommended in relation the use of generators on site. In relation to the saltmarsh area, he advised that any fencing would need to be included in the landscape plan.

The Applicant's Case

Phil Page (Legal Counsel) tabled and spoke to his legal submissions and introduced the applicants' expert witnesses. As part of his presentation Mr Page provided an overview of the approved subdivision plan for the subject site (SUB-2018-148) to explain what the site could be used for and the requirement for fencing of the salt marsh area. He also noted the location of the Council's existing foul sewer within the site.

In response to questions from the Committee Mr Page confirmed that the subject site (being Lot 2 of the subdivision) was subject to an unconditional sale and purchase agreement between the NZMCA and the current owner, with final settlement about to occur. He advised that the applicant had been asked by 3 Waters to discourage members from using the council dump station and the NZMCA had agreed to do that. However, he noted that with access restricted to Bay Road only all traffic would be going in and out of the driveway, and if some use was allowed of the domain access it would help with some of the neighbours' concerns. Mr Page advised that the installation of a holding tank with contents to be trucked away by contractors had not been included in the application due to cost and the amount of earthworks required. Mr Page explained the rationale for the proposal was the NZMCA having its own camping facilities at Warrington would be a better outcome for the members and the community.

James Imlach (New Zealand Motor Caravan Association NZMCA) spoke to his pre-circulated evidence. Mr Imlach contended that the installation of a holding tank on site would cost 10,000's of dollars to empty and maintain. In regard to the people using the camping facility Mr Imlach advised that the demographic of members is predominantly baby boomers and semi-retired people. He anticipated they would be staying at the camping site for a relaxing time and not to party. The usage would be different from public camping grounds, where people may stay for multiple reasons. Mr Imlach commented on the operation of other NZMCA sites and advised that over time the NZMCA had built good relationships with neighbours with no complaints about noise. He confirmed that NZMCA members do use the existing public camping site at Warrington, and some members may continue to use it (instead of the proposed facility). Mr Imlach advised that there is some variation between type of vehicles regarding how often waste tanks have to be emptied.

The Applicant's Presentation was adjourned by agreement with Mr Page to allow the representatives of the Rūnaka to present earlier due to a time constraint. Upon the resumption of the applicant's presentation, Mr Page introduced Ken Foote (Otago Chairperson, NZMCA) who spoke to his pre-circulated evidence and provided a background to the purchase of the property. He also commented on his experience in the operating of the NZMCA Woodhaugh Park facility in Dunedin, which included the time limit on the staying at parks.

Mr Foote explained the importance of self-containment being a requirement for using the NZMCA parks and the storage capacity of wastewater in vehicles. He advised that the anticipated stay of 1 – 3 days would not be a problem and that there are a number of effluent dumping sites within Dunedin and Palmerston. He noted that the NZMCA sites included recycling facilities and a skip for general waste, and that a number of sites have a take in / take out policy for all rubbish. Mr Foote advised that the Park custodians play a very important part in the management of the parks. He noted that part of their role is to check that people using the site are current members and have a self-containment certification and parking management.

Mr Foote responded to questions from the Committee about usage of the site by members of NZMCA during the period when the site was used as a camping site on a trial basis. Mr Imalch responded to a question on how the cultural concerns had been addressed at other sites throughout NZ.

Chris Rossiter (Transportation Engineer) spoke to his pre-circulated evidence. He commented on the required widening of Bay Road and proposed consent condition on this matter. He considered that the drain in the road reserve would make widening difficult and widening roads tended to increase speed of traffic. He commented that passing bays would be a better solution than widening.

Mr Rossiter responded to questions about the safety of pedestrians, in particular children, with regard to Bay Road, noting that the road improvements would mean that vehicles would not have to go on the gravelled footpath. In response to questions about alternative options for access via the reserve land he indicated that access from the domain would be preferable as the access to the site, and would be acceptable as either the sole access to the site, or as part of a one way in and one way out arrangement. He noted that the existing road signage directs drivers of campervans to the domain. While members of the NZMCA would be informed about the Bay Road access, if access was available via the domain the traffic movement would be as it is now, with no impact on the traffic flow.

Dr Jeremy Trevathan (Acoustics Engineer) spoke to his pre-circulated evidence, including the underlying District Plan rules regarding noise limits, and the monitoring that had been undertaken by a neighbour. He noted that on his site visit the noise was 45 decibels which was mostly from the sea. Dr Trevathan provided background to the proposed mitigation including signage. He considered that during the day the noise limits would not be exceeded except for times where two larger vehicles could be leaving. He felt that the effects regarding noise would be less than minor.

Dr Trevathan responded to questions about the comparison from noise at the subject site and the freedom camping site, background noise and reduction of noise with distance. In relation to the noise of traffic on the driveway he advised that he would expect a 6 decibel drop when doubling the distance from the noise.

Kelly Bombay (Consultant Planner) spoke to her pre-circulated evidence, in particular the proposed conditions and her recommended changes. Ms Bombay commented on having an advice note to deal with the wastewater.

Ms Bombay clarified the use of the term 'softening' in relation to questions about landscaping mitigation. In regard to the concerns of the Rūnaka about wastewater, and the provision of information signage about the site, Ms Bombay indicated that there had been discussion with representatives of Kāti Huirapa Rūnaka ki Puketeraki. She advised the applicant was happy to have further discussion. In regard to the archaeology of the site she noted that the most recent activity included grazing of the land and has meant that artifacts are more shallow. She indicated that matting was suggested as part of the proposal for identified areas which would mean that the development will not have to remove the topsoil and will protect the land. She advised that it would stop people accidentally digging in the ground. She indicated that the paving type proposed for the access within the parking area was part of a number of measures to help address concerns of the Rūnaka.

She advised that matting proposed would not be bio-degradable.

Dr Trevathan advised that the proposed landscaping would not help with mitigation of noise effects.

Mr Page confirmed that the emptying of tanks at dump stations is via gravity and commented on the scope of a review condition.

Evidence of Submitters

Suzi Flack spoke to her pre-circulated evidence on behalf of Kāti Huirapa Rūnaka ki Puketeraki and the submission prepared by Aukaha Ltd. Mrs Flack commented that she was a kaitiaki for the Wāhi Tūpuna sites. She advised that the applicant had been asked to consider an above ground wastewater holding tank. She requested that they consider investigating the environment and what is the best practice.

Mrs Flack commented on the wildlife at Warrington and the importance for Māori to respect the environment and for everything to be in balance. In response to questions, she indicated that any disturbance of the site is not ideal but if consent is granted native plantings and waste management would be necessary. Mrs Flack was not comfortable with paving over the site as she considered it would be like covering the Tūpuna. She advised that her concerns go beyond this application and indicated that she would have issues with development of housing because of the wastewater and other effects. She commented on the previous damage to the archaeological sites.

Mrs Flack noted that the Rūnaka have been involved with the 2GP and understands that there needs to be compromise. She advised that the Rūnaka have a lot of applications coming in and are unable to fight every battle but this application is a priority for the Rūnaka.

Brendan Flack spoke to his evidence which was also on behalf of Kāti Huirapa Rūnaka ki Puketeraki and the submission. He commented that he was an honouree Takata Tiaki. He commented on the 10 years it had taken to get a fishery area in the Rūnaka's area and noted that it is a local fishery and not race based. He reiterated points of the submission and the scale of the proposal. He commented on the wastewater treatment at Warrington and how important it was for Rūnaka to collect kai and to ensure that there was no further damage to the natural environment. He advised that Mahika kai is very important and the Rūnaka are customary fishery guardians.

In response to questions Mr Flack advised that the best outcome would be not introducing more wastewater into the system. He would like to see an above ground tank to service both the existing effluent tank and one for this site. He commented on the archaeological report and considered that he would prefer removable matting (if mating was necessary) and limiting earthworks. Information displayed at the Kiosk should include an acknowledgement of the cultural background of the Rūnaka and environment of the site.

Louise Marsh and Quenton Johnston spoke to their PowerPoint presentation and addressed concerns in their submission about the impact of the proposal on them and the community, particularly from the movement of vehicles on Bay Road and in the access adjoining their property.

Kevin Muschamp spoke to his submission and commented on concerns which included the impact on the whole of the Warrington community. He considered a gate at the Bay Road entrance would mean vehicles using the site stopping and starting near their property. He commented on the use of generators and the walkway, and on access from domain as an alternative vehicle access to the site. He noted the NZMCA site at Woodhaugh only has capacity for 30 vehicles and the application proposes much more at Warrington.

Jye Muschamp commented on the effect of the proposal on the existing community and considered that camping activity had put pressure on the infrastructure at Warrington along with the residential growth in the area. He commented on rates and need for more funding and understood that a residential development on the site would need a consent.

In response to questions Kevin Muschamp expressed concerns about who would police the discharge of greywater from vehicles and the impact of freedom camping on the community. Jye Muschamp expressed similar concerns and that with consent to the proposal half of the township would be becoming a camp

site with a third being an exclusive camp. He considered the Warrington Community had done its bit to share the environment and expressed concerns about safety and fairness.

Council Officer's evidence

Richard Ewans spoke to his evidence and responded to questions about the saltmarsh and the proposed fencing of this area and pedestrian access. He identified the location and extent of the salt marsh and indicated that a sheep fence with minimal posts would be sufficient. He noted that there is an existing access to the coastal area that is acceptable.

John McAndrew spoke to the 3 Waters evidence and explained the issues with the existing wastewater system and reason for 3 Waters concerns about the proposal. He indicated that initial options for an upgrade or replacement of the present system were being investigated as part of the development of an overall scheme for the northern area.

Mr McAndrew responded to a number of questions on the nitrogen levels and how the concentration of discharge affected this. In regard to the disposal of waste from a storage tank on site he advised that it would have to be trucked to the Green Island treatment plant. In relation to questions about the need for a storage tank and the timing of an upgrade of the Warrington treatment plant, Mr McAndrew indicated that the current timeframe would be a review with a possible solution by end of 2022 and then a number of years for design and implementation. Jakub Kochan commented on the requirement for a water tank for fire fighting purposes which is proposed to be subject of an advice note.

John Brenkley spoke to the evidence on behalf of Parks and Recreation and responded to questions from the Committee. He commented on the complaints received about the freedom camping site and confirmed that these had complaints dropped off. Mr Brenkley advised that the Warrington Domain is subject to the Reserves Act and there are two reserves management plan one for the domain and one for coastal dunes. He noted that plan states that there should be no new accessways to private property from a reserve as the benefits are only for the property owner and not for other users of the reserve. With access to the subject site from the reserve there would be more vehicles on the reserve. Mr Brenkley considered that the proposal would have no impact on the use of the freedom camping site. He considered that it will always be a destination for freedom campers.

Processing Planner's Review of Recommendation

Mr Buxton reviewed his recommendation in light of the evidence presented at the hearing, in particular Parks and Recreation evidence which was on the access and effects on use of the domain land. He recommended that the Council Transportation Planner be given an opportunity to look at the proposed passing bays.

Mr Buxton did not agree with Mr Page in regard to the permitted baseline, as earthworks on the site would require a consent for residential development. However, he noted that land zoned residential should have a capacity for the infrastructure to handle this. He queried the data Ms Marsh cited in regard to the number of vehicles on site.

Mr Buxton suggested a staged process where consent is granted for a smaller number of vehicles on site with a review on the numbers at a later stage. He considered that the details of the road widening could be dealt with by Transportation as all works within the road reserve were subject to a separate approval process. He suggested that he and Ms Bombay be directed to produce finalised conditions and for the applicant's and Council's transportation engineer to confer regarding works in Bay Road.

Applicants Right of Reply

Phil Page reiterated the positive aspects of the application and commented on the information presented by both the submitters and the Council's technical advisors.

He advised that the NZMCA are not keen to install wastewater storage on site and commented on discussion about an above ground tank requested by the Rūnaka. He indicated the applicant would prefer any options for wastewater disposal at Warrington to be assessed with 3 Waters engineers and not be controlled by conditions. He contended that the Committee did not need to deal with this as the NZMCA will require a camping ground licence from Environmental Health. Mr Page considered that the other submitters had misunderstood the zoning of the site and implications for development rights, which if given effect would result in a different environment.

Mr Page noted that the native vegetation of the saltmarsh was in road reserve and considered that it was not the responsibility of the NZMCA to fence it. He noted the 3 Waters advice that the wastewater issue was not volume capacity but nitrogen levels and would like their engineers to have a discussion with 3 Waters. He did not consider that the firefighting requirement was relevant as the proposal did not require a building consent. He accepted that use of access via the domain was a matter for the Coastal Reserve Management Plan and would like an opportunity at a later stage to have a discussion with Council.

Mr Page emphasised the residential zoning at this location provided for up to 20 houses and questioned why there were issues about how many parking sites would be used. He contended that at full capacity there would be no more effects than permitted residential activities. He advised that the NZMCA did not accept the suggested staging in terms of total numbers of vehicles allowed on site.

Statutory and Other Provisions

In accordance with Section 104 of the Resource Management Act 1991, the Planner's Report detailed in full the relevant statutory provisions and other provisions the Committee considered. Regard was given to the relevant provisions of the Rural Zone section of the Dunedin City District Plan, and the following sections of the Proposed District Plan (2GP): 6 Transportation; 8A Earthworks; 9 Public Health and Safety; 10 Natural Environment; 13 Heritage; 14 Manawhenua; 15 Residential Zones and 16 Rural Zones. Regard was also given to the Regional Policy Statement for Otago and New Zealand Coastal Policy Statement.

Main Findings on Principal Issues of Contention

The Hearings Committee has considered the evidence heard, the relevant statutory and plan provisions, and the principal issues in contention. The main findings on the principal issues have been incorporated within the reasons discussed below.

Decision

The final consideration of the application, which took into account all information presented at the hearing, was held during the public-excluded portion of the hearing. The Committee reached the following decision after considering the application under the statutory framework of the Resource Management Act 1991.

In addition, a site visit was undertaken during the public-excluded portion of the hearing, the Committee inspected the site and access routes from the site to the adjacent road network and reserves and this added physical reality to the Committee's considerations.

*That pursuant to Section 34A(1) and 104B and after having regard to Sections 104 and 104D of the Resource Management Act 1991, and the relevant provisions of the Dunedin City District Plan and the Proposed Second Generation Dunedin City District Plan, the Dunedin City Council **grants** consent to a **non-complying activity** being the establishment and operation of a camping site for self-contained vehicles or caravans (NZMCA members only) and associated earthworks on the site at 20A Bay Road, Warrington, legally described as Lot 2 Deposited Plan 555827 (Record of Title 969214), being land formerly comprised in Part Lot 1 DP5855 and Lot 1 DP10272 (Record of Title OT 13B/973), subject to conditions imposed under Section 108 of the Act, as shown on the attached certificate.*

and

That, having taken into account:

- *The interests of any person who may be adversely affected by the time extension,*
 - *The interests of the community in achieving an adequate assessment of effects of a proposal, policy statement or plan, and*
 - *Its duty under section 21 to avoid reasonable delay,*
- the Council has, pursuant to sections 37A(2)(a) and 37A(4)(b)(i) of the Resource Management Act 1991, extended the requirement outlined in section 115 regarding the time in which notification of a decision must be given after the date the hearing was held*

Reasons for this Decision

1. The Committee believe that the adverse effects of the proposal on the environment will be no more than minor, subject to compliance with the conditions of consent. The Committee consider that the effects of the proposed camping site will be an expansion of effects of activity that is already anticipated and occurring on the adjacent reserve land. They are satisfied that the adverse effects on the environment of the proposed activity can be managed to an acceptable degree given the nature of the intended occupation of the land and limited site works required, provided the scale of the proposed activity at full capacity is commensurate with the constraints on access available and limitations on wastewater treatment at Warrington.
2. The Committee were mindful of the cultural sensitivity of the site to Kati Huirapa Rūnaka ki Puketeraki given the history and archaeology of the property. The Committee are satisfied that the proposed land use and associated site development can be achieved with minimal ground disturbance. Measures are considered feasible to ensure that the movement of vehicles and associated activity will be unlikely to result in damage to the archaeology. While the Committee accepts that works involving the placement of soil and material over archaeology are of concern to the Rūnaka, the Committee note that these measures, where undertaken to avoid damage, will ensure that the archaeology is preserved in situ for the future. The Committee note that the zoning of a large part of the site anticipates development for residential activity, which is more likely to necessitate excavation of the ground to comply with building and servicing requirements. While residential development would still be likely to be subject of further consent processes, the Committee considers that it is unrealistic to expect that the land will remain in its present state in the long term. Nevertheless, the Committee considered the sensitivity of the site in assessing the scale of the proposed activity.
3. The Committee considered that the effects on the amenity of the adjoining properties occupied by submitters, with particular regard to the anticipated traffic movement resulting from the activity. The Committee considered that the provision of a sealed driveway formation and other conditions

proposed would adequately address effects of noise from the use of the camping facility. The separation distances from and proposed landscaping in relation to the parking areas on site would further mitigate the impact of the occupation of the site by motor caravans. The Committee accept that the submitters may experience changes to the environment that they currently enjoy which are not desirable to them, but it is noted that the Resource Management Act seeks to manage the effects of environmental change and not simply preserve the status quo. The Committee were mindful of the residential zoning within the subject site as noted above, as well as current residential development occurring within the wider area.

4. The Committee accepted that the proposed access and road improvement works will achieve an outcome that will manage the adverse effects of traffic movement associated with the proposed activity to acceptable degree, for the scale of the activity provided for as part of the Stage One of the proposed site layout (section 3.2.2 of the application) with overnight parking available for up to 46 vehicles on site. However, the Committee was not convinced that this access would necessarily be suitable for the maximum scale of activity sought (parking for up to 60 vehicles) without the benefit of further evidence and feedback following the commencement of operation of the facility. While the Committee were cognisant that the maximum demand for overnight parking may only occur on a limited number of days, they were not convinced it was practical for Council to manage the duration of the peak usage through the conditions of consent. Further, the Committee are of the view that a more practical access arrangement with less adverse effects can be achieved for the proposed activity through use of the reserve land for access. This may be for either one way or two-way movement of vehicles.
5. The Committee note that an application under Section 127 of the Resource Management Act 1991 would be the required process for any increase in the overnight parking provided for up to the maximum sought or to a change to the access. The Committee recognised that there are procedural issues with the inclusion of any alternative access to the site via the reserve as part of this consent decision. In addition to the matters of jurisdiction noted by Mr Page concerning operational and/or policy decisions to be made about the use of a reserve, the Committee noted that the present application has been processed as a limited notified resource consent. This has meant that there may be parties affected by an alternative access who are excluded from participation in the current consent process. Further, the Transportation assessment for this application has been based upon use of the bay Road access as the sole access to the property. Nevertheless, given the potential benefits for traffic management, the applicant is encouraged to continue to explore alternative access options in consultation with Council. If agreement can be reached with Parks and Reserves to resolve issues of concern in terms of reserve management, the Committee recommend that the applicant apply for a variation to or replacement for this present consent to enable a change to the proposed access.
6. The Committee considered the evidence concerning the potential adverse effects of the activity in terms of waste disposal. The Committee acknowledged the advice of Three Waters regarding the present wastewater treatment system at Warrington. It was noted that while there remains capacity in the system to deal with an increase in volume of discharge from development, the technology involved is outdated and cannot currently achieve an acceptable outcome in terms of discharge of nitrogen into the environment. Further, it is apparent to the Committee that there is no quick fix solution to this present situation. The Committee were mindful of the process involved in the investigation, design, and implementation of any options for the improvement or replacement of the present system, and what may be a realistic timeline. The Committee therefore consider that a precautionary approach is warranted at this time to both the scale of this activity and facilities provided in light of the potential adverse effects of the proposed activity on the wastewater system.
7. The Committee accept that residential development on the land may be expected to occur without restriction on the discharge to the reticulated wastewater system. However, the Committee noted

the advice of Three Waters that this would not necessarily result in high concentrations of nitrogen levels. The Committee accepted that the same could not be assumed for waste from motor caravans and other self-contained vehicles. While the applicant was not prepared to entertain a lower cap on the total number of vehicles occupying the site as part of any staging of this development, the Committee considered that this was warranted. The Committee was concerned at the uncertainty and risks concerning the effects of any waste discharge arising from the proposal with the site occupied at a peak demand of up to 60 self-contained vehicles on site. While it is expected many NZMCA members will heed instructions to dump their waste at an approved facility before arriving at, or after leaving, Warrington, the Committee are not persuaded that it is realistic to rely entirely on members doing this. Situations may be expected to arise out of necessity or choice where members will do otherwise. Given the advice of Three Waters, the evidence given on behalf of the Rūnaka, and concerns raised by other submitters, the Committee do not consider that it is acceptable for the use of the Council dump station in the adjacent reserve to become the only option available at Warrington should NZMCA members consider it necessary to dump their waste while staying at the site. Therefore, the Committee consider that it is reasonable in these circumstances for the applicants to provide a suitable facility for temporary storage of waste on site, at least as an interim option until the wastewater system at Warrington is upgraded or replaced. The pumping of waste into an above ground storage tank is considered the best solution to avoid the need for excavations for a gravity fed tank and to facilitate the eventual removal of the tank when it is no longer required.

8. The Committee considered that the proposed activity is generally consistent with the objectives and policies of the Proposed Second Generation Dunedin City District Plan and the relevant objectives and policies of the Dunedin City District Plan 2006. The Committee accept that these policy provisions give effect to the direction given by the objectives and policies of the Regional Policy Statement for Otago and the New Zealand Coastal Policy Statement .
9. The Committee believe that the proposal satisfies both gateway tests contained in Section 104D of the Resource Management Act 1991, as it will not give rise to more than minor adverse environmental effects and is not contrary to the relevant policy provisions of the District Plans. As such, the Committee were, therefore, able to consider the granting of consent to the proposal.
10. The Committee considers that the proposal is a “true exception” as the site location and history is unique, and the circumstances of the proposed land use and development somewhat unusual in the context of this site. The Committee are satisfied that the granting of consent will not threaten the integrity of the District Plan or establish an undesirable precedent for future applications.

11. The Committee concluded that the granting of the consent would be consistent with the purpose of the Resource Management Act 1991 to promote the sustainable management of natural and physical resources.

Right of Appeal

In accordance with Section 120 of the Resource Management Act 1991, the applicant and/or any submitter may appeal to the Environment Court against the whole or any part of this decision within 15 working days of the notice of this decision being received.

The address of the Environment Court is:

The Registrar
Environment Court
PO Box 2069
Christchurch Mail Centre
Christchurch 8013

Any appeal must be served on the following persons and organisations:

- The Dunedin City Council.
- The applicant(s).
- Every person who made a submission on the application.

Failure to follow the procedures prescribed in Sections 120 and 121 of the Resource Management Act 1991 may invalidate any appeal.

Commencement of Consent

As stated in Section 116 of the Resource Management Act 1991, this consent will only commence once the time for lodging appeals against the grant of the consent expires and no appeals have been lodged, or the Environment Court determines the appeals or all appellants withdraw their appeals, unless a determination of the Environment Court states otherwise.

Monitoring

Section 35(2)(d) of the Resource Management Act 1991 requires every council to monitor resource consents that have effect in its region or district. The scale and nature of the activity, the complexity and number of the conditions needed to address the environmental effects and whether the conditions have been complied with determines the number of monitoring inspections required. Given the nature of your intended activity, this consent will require two annual inspections.

The City Planning Department sets out the fixed fees charged for monitoring in its schedule of fees. The fee for your scheduled inspections will be included in the invoice for your application.

It should be noted that if additional inspections are required, beyond those scheduled at the time the consent is issued, then there is the ability to apply additional charges to cover the costs of these extra inspections. Often you can reduce the need for additional inspections by complying with the conditions of consent in a timely manner and by ensuring on-going compliance with those conditions. Please ensure that you read the conditions of your consent carefully to establish your obligations when exercising your consents.

Yours faithfully

A handwritten signature in blue ink, appearing to read 'David Benson-Pope', with a long horizontal flourish extending to the right.

David Benson-Pope
Chair
Hearings Committee



Consent Type: Land Use Consent

Consent Number: LUC-2020-293

Purpose: the establishment and operation of a camping site for self-contained vehicles or caravans (NZMCA members only) and associated earthworks

Location of Activity: 20A Bay Road, Warrington.

Legal Description: Lot 2 Deposited Plan 555827 (Record of Title 969214) being land formerly comprised in Part Lot 1 DP5855 and Lot 1 DP10272 (Record of Title OT 13B/973).

Lapse Date: 27 October 2026, unless the consent has been given effect to before this date.

Conditions

1. *The proposed activity must be undertaken in general accordance with the approved plans attached to this certificate as Appendix One, and the information provided with the resource consent application received by the Council on 2 July 2020 and a range of further information which was collated, finalised and received on 22 April 2021, except where modified by the following conditions:*
2. *The consent holder must provide notice to the Resource Consent Monitoring team by email to rcmonitoring@dcc.govt.nz of the start date of the works. This notice must be provided at least five (5) working days before the works are to commence.*
3. *The consent holder must:*
 - a. *be responsible for all contracted operations relating to the exercise of this consent; and*
 - b. *ensure that, prior to undertaking work on the site, all personnel (contractors) working on the site are made aware of the conditions of this consent, have access to the contents of consent documents and must be briefed by a suitably qualified archaeologist (engaged by the consent holder) on the legislative requirements of working within archaeological sites and*
 - c. *ensure compliance with the consent conditions.*

Landscaping and Biodiversity

4. *Prior to any works being undertaken on the site, a finalised landscape plan, based on the landscape plan submitted with the application, must be prepared in consultation with the Council's Landscape Architect and approved by the Resource Consent Manager. This landscape plan must show all new planting and the existing planting to be retained. The intention of the planting is to partially screen views of the activities on the site from the residential sites to the north, including those adjoining the accessway and users of the estuary, as well as providing underplanting of the tall exotic trees at the southern boundary. All new planting must be comprised of locally appropriate indigenous species (as listed in Appendix Two of this certificate).*

5. *Planting along the accessway and the northern boundary of the site, adjacent to the Kings Outdoor Education Site, shall include a combination of shrubs and trees from the approved plant list. At least a double row of planting, at plant centers of 1.5m, shall be provided along the western side of the accessway and where "screen planting" is shown along the boundary with the Kings Outdoor Education site on the landscape plan. Planting of the eastern side of the accessway shall be undertaken to supplement the existing vegetation, which is to remain, as shown on the landscape plan. Planting must also be provided at the western end of each of the parking rows facing the estuary.*
6. *The landscaping plan must detail the width of planting areas and the location, quantities, grades, and species to be planted; the location and construction of any fencing; and the location and screening of the bins and kiosk and colour of the kiosk. It must also specify the measures to be taken to ensure successful establishment and ongoing management of the planting.*
7. *The consent holder must maintain all new planting and retained existing planting identified on the landscape plan in a good and healthy condition. Any planting not in a good and healthy condition that is removed, dies or is defective in any way must be replaced by the consent holder so as to be in accordance with the approved landscaping in Condition 4.*
8. *All earthworks associated with the ground preparation for landscaping must be monitored on site by a suitably qualified archaeologist (refer condition 3).*
9. *The landscaping must be completed within 12 months of the site operating.*
10. *The consent holder must install a post and wire fence and signage as shown in Appendix Three so that campers avoid damaging the indigenous saltmarsh vegetation located to the west of the site.*

Earthworks and development of the site

11. *As a first principle, every practical effort must be made to avoid damage to any archaeological site, whether known, or discovered during any development of the site.*
12. *All works that disturb the existing ground surface must be, monitored on site by an appropriately qualified archaeologist (refer Condition 3). Any archaeological features or recovered material must be appropriately recorded and analysed.*
13. *If at any stage during the development Māori material is discovered, the suitably qualified archaeologist must contact HNZPT and Aukaha. If Māori material does exist in the area to be developed, damage to this should be minimised, in consultation with HNZPT and Aukaha.*

Camping activity

14. *A maximum of 46 motorhomes and caravans (excluding tow vehicles) shall be permitted to occupy the site at any one time overnight for the purpose of visitor accommodation (being the total parking spaces provided as part of stage one of the site development).*
15. *The use of the site for camping on a temporary basis must be restricted to NZMCA financial members travelling in NZS 5465:2001 certified self-contained vehicles only.*
16. *Any individual vehicle must only occupy the camping site for a maximum of 10 nights in any 60 day period.*

17. *Generators must not be used within the site between the hours of 8:00pm and 8:00am, and advice to this effect must be included on the camping information sign erected on site.*
18. *The consent holder shall advise members, through signage and other available media (including websites and in booking information) of the following:*
- a. *campers are to avoid damaging the indigenous saltmarsh vegetation located to the west of the site.*
 - b. *campers must not dig or otherwise break through the ground's surface within the site.*
 - c. *campers are discouraged from arriving/departing the site between 8pm – 8am.*
 - d. *campers are discouraged from using the public dump station in the Warrington Domain and encouraged to dump their waste prior to arrival or at the earliest opportunity after leaving the area, or if necessary, use the holding tank required by Condition 19 below.*
 - e. *Campers must arrive and depart the site via Hill Road following the existing signage indicating the route towards the Warrington Domain.*
 - f. *Subject to obtaining prior approval from the Dunedin City Council's Transport Department, the applicant may erect directional signage to the site at the Park Road/Bank Road, Park Road/Hill Road, and Hill Road/Bay Road intersections to help achieve the intent of condition 16(e).*
 - g. *Vehicles may occupy a site for a maximum of 10 nights in any 60 day period.*
19. *An above ground holding tank shall be installed (with an appropriate pump system) for the temporary storage of wastewater from self-contained vehicles using the site, to avoid the need for members using the NZMCA site to use the public dump station in the Warrington Domain. The contents of this tank shall be removed when required to an approved waste disposal facility by an authorised contractor.*
- Note: The need for this condition can be reviewed pursuant to Condition 36, or upon application under Section 127 of the Resource Management 1991, when a public wastewater treatment system is available at Warrington of a suitable standard to adequately manage nitrogen levels.*
20. *The visitor accommodation must 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.*
21. *For the three years following commencement of the camping ground, the consent holder must engage a suitably qualified archaeologist to visit the site every three months and advise the Resource Consent Monitoring team of any ground disturbance and any remediation proposed.*

Vehicle Access

22. *NZMCA must include a sign on the driveway advising those leaving the site that they must turn right towards Hill Road.*

23. *The vehicle access must be a minimum 6.0m formed width, hard surfaced from the edge of the Bay Road carriageway to the northern extent of Lot 3 DP555827, for a distance of approximately 135 m inside the property boundary and be adequately drained. The design of the vehicle access must include a swept path analysis, which demonstrates that there is sufficient space to safely and efficiently accommodate all potential manoeuvres for the design vehicle onto and off Bay Road, or if there is found to be insufficient space, details any changes required to safely and efficiently facilitate such manoeuvres.*
24. *The surfacing/pavement design for the vehicle access and Stage 2 parking areas must be specifically designed by a suitably qualified person in consultation with a suitably qualified archaeologist (refer Condition 3), and submitted to DCC Transport for approval prior to commencement of the activity.*
25. *The pavement construction of these areas must be certified by the suitably qualified person as having been constructed to an appropriate standard and submitted to DCC Transport upon completion.*
26. *The consent holder must undertake photographic monitoring of the ground conditions over the first winter season and provide visual documentation (photos) to the DCC Transport Group within five working days (from the time of the photos). Should the integrity of the ground be compromised i.e., grass or soil is exposed due to circulation during wet weather then, in consultation with a suitably qualified archaeologist, Pavement Type 3 must be considered in the first instance, followed by consideration of Pavement Type 1 to remediate the situation. Note any remediation will need to comply with the earthworks condition 11 –13 above.*
27. *The gate at the northern end of the vehicle access must be set back at least 15m inside the property from the boundary with Bay Road to allow sufficient vehicle queuing space.*
28. *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

29. *Prior to operation, the consent holder must construct a sealed shoulder on the northern side of Bay Road commencing from the Bay Road/Hill Road intersection for a distance of 20 m west of the intersection. The shoulder must be no less than 0.8m wide and desirably 1.0m wide.*
30. *Prior to operation, the consent holder must construct a sealed passing bay generally midway between the site access and the Bay Road/Hill Road intersection. The passing bay shall provide a minimum sealed carriageway width of 5.5 m over a distance of 15 m excluding entry and exit tapers. The passing bay shall be marked with "no stopping" lines on both sides of the road for the length of the passing bay only.*
31. *Detailed engineering plans, showing the details of the upgrading/widening of Bay Road required by Conditions 29 and 30, must be submitted to and approved by the DCC Transport Group prior to construction.*
32. *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.*
33. *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.*

Note: The shoulder widths for the Bay Road Upgrade may vary depending on physical constraints adjacent to the existing seal.

Road Safety Audit

34. *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, including the Bay Road/Hill Road intersection. The suitably qualified traffic/transportation engineer must either determine whether the intersection, as well as Bay Road itself, is operating to an appropriate level of safety/efficiency or make recommendations on the necessary improvements.*
35. *Within one year of submission of the RSA and the agreement of the Council to the recommendations of the RSA, the applicant must implement the physical works recommended in the RSA relating to Bay Road, and Conditions 29 to 31 above will apply to those physical works.*

Note: The applicant is only responsible for undertaking a post-construction RSA and implementing works on Bay Road and will not be responsible for implementing any necessary physical works as recommended by the RSA relating to the Bay Road/Hill Road intersection. Instead, this responsibility lies with the Council.

Review

36. *The Council may review conditions 4, 17, 18, 19, 21 and 22 by giving notice of its intention to do so pursuant to Section 128 of the Resource Management Act 1991 at any time following the commencement of this consent, or upon the request of the applicant, for the purpose of ensuring the provisions above are adequate for dealing with the adverse effects of the activity, in relation to:*
 - *landscaping and biodiversity,*
 - *the operation of the activity,*
 - *management of noise,*
 - *wastewater disposal*
 - *monitoring of archaeology*
 - *and traffic effects*

Advice Notes

Earthworks

1. An archaeological authority under Section 44 of the Heritage New Zealand Pouhere Taonga Act 2014 must be obtained from Heritage New Zealand prior to any modification of the site.

Transportation

2. The vehicle crossing, between the road carriageway and the property boundary, is within legal road and will therefore require a separate Vehicle Entrance Approval from DCC Transport to ensure that the vehicle crossing is constructed in accordance with the Dunedin City Council Vehicle Entrance Specification (note: this approval is not included as part of the resource consent process).

Noise

3. In addition to the conditions of a resource consent and the noise standards of the Proposed Second Generation Dunedin City District Plan, the Resource Management Act 1991 establishes through sections 16 and 17 a duty for all persons to avoid unreasonable noise, and to avoid, remedy or mitigate any adverse effect created from an activity they undertake.

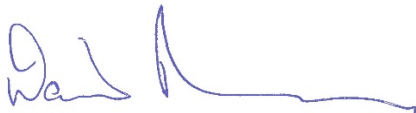
Infrastructure

4. Detail of the water supply application process can be found at the following web address:
<http://www.dunedin.govt.nz/services/water-supply/new-water-connections>.
5. All aspects relating to the availability of water for fire-fighting should be in accordance with SNZ PAS 4509:2008, being the Fire Service Code of Practice for Fire Fighting Water Supplies, unless otherwise approved by the New Zealand Fire Service.
6. Details of the servicing requirements shall be assessed at the time of application for a Camping Ground License under the Camping Ground Regulations 1985.

General

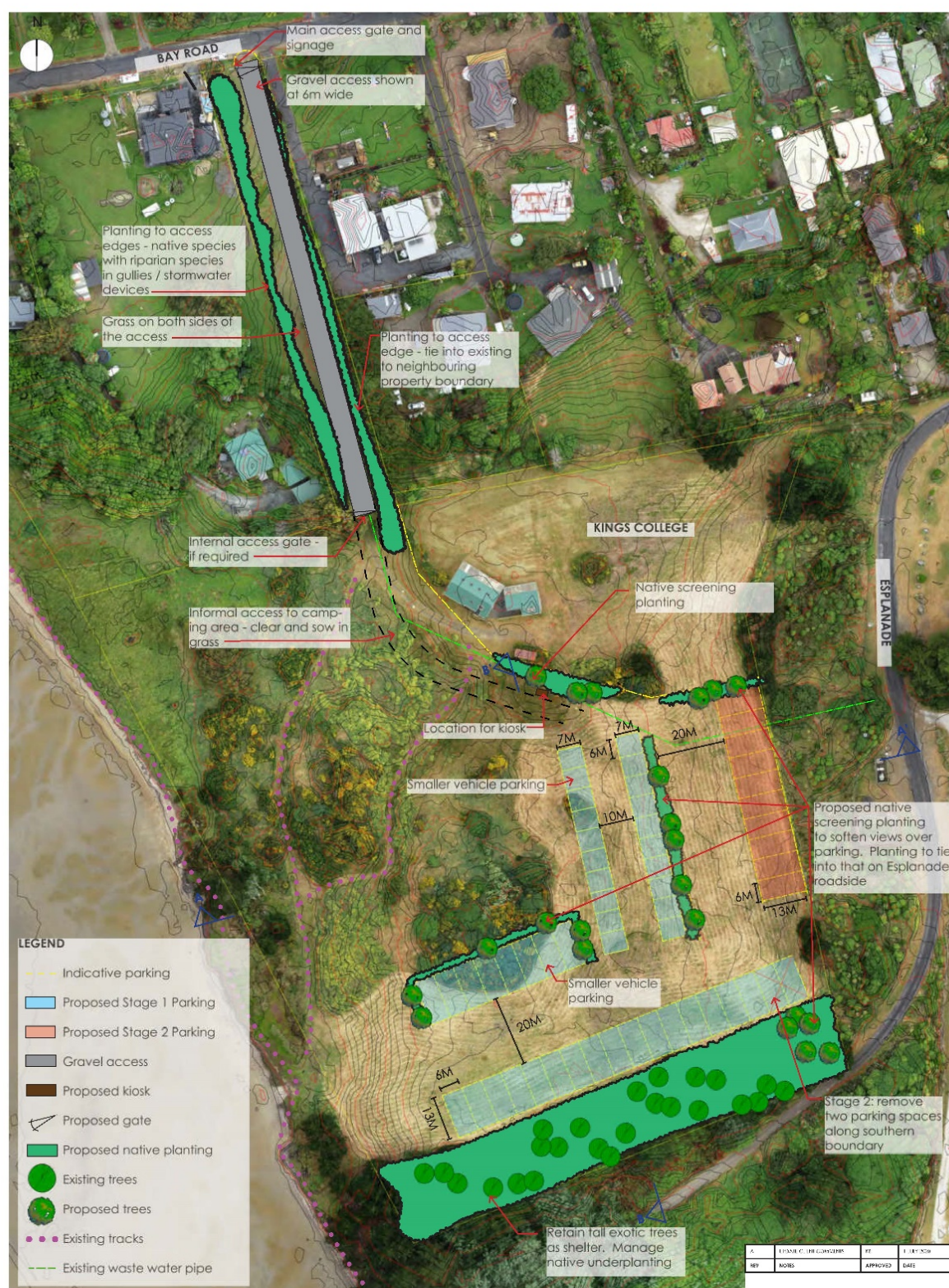
7. Resource consents are not personal property. The ability to exercise this consent is not restricted to the party who applied and/or paid for the consent application.
8. It is the responsibility of any party exercising this consent to comply with any conditions imposed on the resource consent prior to and during (as applicable) exercising the resource consent. Failure to comply with the conditions may result in prosecution, the penalties for which are outlined in section 339 of the Resource Management Act 1991.
9. The lapse period specified above may be extended on application to the Council pursuant to section 125 of the Resource Management Act 1991.
10. This is a resource consent. Please contact the Council's Building Services Department, about the building consent requirements for the establishment of the activity and associated site works

Issued at Dunedin on 22 October 2021

A handwritten signature in blue ink, appearing to read 'David Benson-Pope', with a long horizontal flourish extending to the right.

David Benson-Pope
Chair
Hearings Committee

Appendix One: Approved Plans for LUC-2020-293 (scanned images, not to scale)

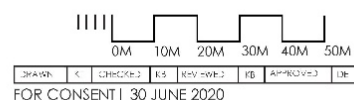


NZMCA - 20 BAY ROAD WARRINGTON

LANDSCAPE PLAN

SHEET 1 OF 2

1:1000 @ A3



Landscape Design

The NZMCA site at 20 Bay Road Warrington, lies approximately half an hour drive north of Dunedin via SH1 and the Coast Road. The site, not currently owned by the NZMCA, is vacant except for a building in the north-east corner which is used by Kings High School for outdoor education activities. The NZMCA have used the site for a short-time in the past as a short stay motor caravan park, under a previous informal arrangement with the current land owner. The NZMCA are investigating the permanent use of the site as a campground. Primary access to the site will continue to be from Bay Road. Pedestrian access to the coastal pathway, south of the site, will remain unchanged. Access arrangements with Kings High School will also be maintained.

20 Bay Road forms part of a small coastal peninsula bound by the calm waters of Blueskin Bay to the west, highly valued for recreational pursuits, and the Pacific Ocean to the east. There is an existing freedom camping site at the neighbouring Warrington Domain (managed by Dunedin City Council) off the Esplanade Road to the east. The site overall has a dome shape, with gently undulating plateau above the bay. The settlement of Warrington gives way to Porteous Hill, Hammond Hill and the Silver Peaks Range beyond, that provide the inland backdrop to the site.

On the western side, the site rises up inland from Blueskin Bay, with the existing coastal pathway outside the site boundary. A broad grass bank forms the main access down to the waters edge, with the remainder of the eastern bank covered in low growing scrub, in predominantly exotic weed species. The scrub is bisected by a small network of trails enabling walking and cycle access to and from the coastal pathway and the bay. The site is surfaced in pasture grass that is maintained by the landowner. Pockets of native and exotic vegetation, dominated by Ngāio, bracken, grass species and gorse exist at the top of the plateau on the eastern side. The site is sheltered from southerly winds by a wide strip of mature pines that run the length of the southern boundary. The land immediately beyond the eastern boundary of the site has been restored with native planting (Pittosporum, Mapou, Ti kouka, Tactoe and Harakeke, among others) that has achieved a suitable height and ground coverage.

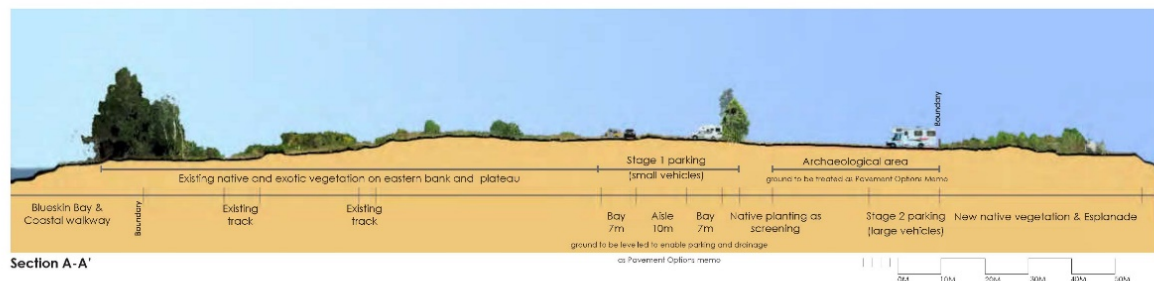
Access to the site is from Bay Road, down a gravel driveway, shared with the Kings High School property. The accessway is proposed to be widened to 6m. The gravel formation will end at the shared way between the camping area and the Kings College site. From there NZMCA members, as per membership rules, will travel along an unformed track, of which scrub will need to be cleared to enable, and sign in on arrival at a small

kiosk on the northern boundary. The site will be visually screened from the Kings High School buildings and surrounding residential properties with native planting to the northern boundary. This multi layered planting is to be of a depth and height to enable visual screening of camper vans and vehicles to adjacent properties. All planting on site is to be native, and eco-sourced, based on the list provided.

Parking as part of the Stage 1 proposal is focussed in the western part of the site. Small vehicles will be able to park in 20 No. bays, two rows that run north – south at the edge of the existing scrub. A strip of native planting will be included to the eastern edge of this to further provide screening to adjacent properties. Larger vehicles can park on the southern boundary (18 No.) and opposite, with a 20 m isle between. The eight parks opposite will also have a strip of native planting surrounding. The stand of pine trees on the southern boundary is to be retained and managed by the NZMCA.

Stage 2 parking will be along the eastern boundary, subject to archaeological protocols to protect artefacts. Surface treatment and drainage requirements are discussed in the Pavement Options Memo and the application for resource consent.

Cross Sections



Plant Lists

The soil is free draining with a sand base, and the site is largely dry throughout the camping season. The western edge of the peninsula is shown as Sand Dune Forest on the Dunedin City Council Native Planting Guide. The following species are recommended based on their suitability as 'generalists' and to flourish on 'dry sites' in the DCC NPG Sand Dune Forest list. The DCC list is supplemented with native species observed on Esplanade, beyond the eastern boundary of the camping area.

Trees

Dacrydium dacrydioides
Melicope ramiflora
Podocarpus totara
Pumotipity taxifolia
Cordyline australis

Kahikatea
 Mahoe
 Totara
 Matai
 Ti kouka

Coprosma lucida
Myoporum laetum
Austroderia sp.
Astelia fragrans

Karamu
 Ngāio
 Toetoe
 Kakahu

Shrubs

Griselinia littoralis
Myrsine australis
Pittosporum tenuifolium

Broadleaf
 Mapou
 Kohuhu

Ferns

Asplenium obtusatum
Microsorium pustulatum
Pteridium esculentum

Coastal spleenwort
 Hounds tongue fern
 Rarahe, Bracken fern - areas of restoration only

¹ https://www.dunedin.govt.nz/_data/assets/pdf_file/0006/732858/DCC-NPG-ecosystems-species-list-sand-dune-forest.pdf

NZMCA - 20 BAY ROAD WARRINGTON

LANDSCAPE PLAN



SHEET 2 OF 2

Scale as shown

DESIGNED	DATE	1 JUL 2020
REV	NOTES	APPROVED

DRAWN	KI	CHECKED	KS	REVIEWED	ED	APPROVED	DE
FOR CONSENT 30 JUNE 2020							

Appendix 2.

Species list for sand dune forest (native screen planting and native underplanting).

Podocarp-broadleaved forest on coastal sand dunes often dominated by Hall's totara, kanuka and ngaio. A rare forest type with few local remnants. The closest best examples are in the Catlins and at Otatara in Southland. Some elements of coastal shrubland are included.

Source: Wildland Consultants Ltd. 2013. *Plant Lists for Dunedin Ecosystems. Contract Report No. 3237 Prepared for the Dunedin City Council.*

Plant type	Species	Common name	Generalist	Wetland sites	Riparian sites	Dry sites	Moist sites	Exposure	Shade tolerance	Planting sequence	Palatability	Fleshy fruits?	Nectar sources	Notes
Tree	<i>Cordyline australis</i>	Cabbage tree	Yes	Margins	Yes	Yes	Yes	Yes	Moderate	Early	High	No	Yes	Fast growing tree with wide environmental tolerance
Tree	<i>Dacrycarpus dacrydioides</i>	Kahikatea	Yes	Yes	Yes	Yes	Yes	Yes	High	Early	Low	Yes	No	Long-lived emergent podocarp
Tree	<i>Griselinia littoralis</i>	Broadleaf	Yes	No	Yes	Yes	Yes	Yes	High	Early	High	Yes	No	Good all round performance
Tree	<i>Meliclytus ramiflorus</i>	Mahoe	Yes	No	Yes	Yes	No	No	High	Early	High	Yes	Yes	Plant later in exposed sites
Tree	<i>Myoporum laetum</i>	Ngaio	No	No	No	Yes	No	Yes	Moderate	Early	Low	No	No	Fast growth in coastal sites
Tree	<i>Myrsine australis</i>	Mapou	Yes	No	Yes	Yes	No	Yes	High	Early	High	Yes	No	Slow initial growth
Tree	<i>Pittosporum tenuifolium</i>	Kohuhu	Yes	No	Yes	Yes	No	Yes	Moderate	Early	High	Yes	Yes	Pioneer species good for initial plantings
Tree	<i>Podocarpus laetus</i>	Hall's totara	Yes	No	Yes	Yes	No	Yes	Low	Early	Low	Yes	No	Long-lived emergent podocarp

Plant type	Species	Common name	Generalist	Wetland sites	Riparian sites	Dry sites	Moist sites	Exposure	Shade tolerance	Planting sequence	Palatability	Fleshy fruits?	Nectar sources	Notes
Tree	<i>Prumnopitys taxifolia</i>	Matai	Yes	No	Yes	Yes	No	No	High	Later	Low	Yes	No	Long-lived emergent podocarp
Shrub	<i>Hebe elliptica</i>	Shore hebe	No	No	No	Yes	No	Yes	Low	Early	Moderate	No	Yes	Indicator for this habitat
Shrub	<i>Coprosma lucida</i>	Shining karamu	Yes	No	Yes	Yes	Yes	No	High	Early	High	Yes	No	Understorey shrub
Monocot herb	<i>Libertia ixioides</i>	Turutu	No	No	No	Yes	No	Yes	High	Later	Low	Yes	No	Ground cover species
Monocot herb	<i>Phormium tenax</i>	Harakeke	Yes	Yes	Yes	No	Yes	Yes	Low	Early	Moderate	No	Yes	Excellent for initial shelter and high value for indigenous fauna
Monocot herb	<i>Astelia fragrans</i>	Kakahu	Yes	No	Yes	No	Yes	No	High	Later	Moderate	Yes	Yes	Common forest floor species
Fern	<i>Asplenium bulbiferum</i>	Hen and chicken fern	Yes	No	Yes	No	Yes	No	High	Later	Low	No	No	Common fern of moist forest
Fern	<i>Asplenium obtusatum</i>	Coastal spleenwort	No	No	No	Yes	No	Yes	High	Later	High	No	No	Coastal fern, typically abundant in coastal scrub
Fern	<i>Microsorium pustulatum</i>	Hound's tongue fern	Yes	No	Yes	Yes	Yes	No	High	Early	Low	No	No	Forms extensive ground cover
Fern	<i>Polystichum neozelandicum</i> subsp. <i>xerophyllum</i>		No	No	No	Yes	No	No	High	Later	Moderate	No	No	Fern of dry forest habitats
Fern	<i>Polystichum vestitum</i>	Shield fern	Yes	No	Yes	No	Yes	No	High	Later	Moderate	No	No	Ground cover fern of moist habitats

Additional species list of coastal shrubland and sand dune sedgeland plants for accessway planting.

Source: Wildland Consultants Ltd. 2013. Plant Lists for Dunedin Ecosystems. Contract Report No. 3237 Prepared for the Dunedin City Council.

Plant type	Species	Common name	Generalist	Wetland sites	Riparian sites	Dry sites	Moist sites	Exposure	Shade tolerance	Planting sequence	Palatability	Fleshy fruits?	Nectar sources	Notes
Tree/shrub	<i>Coprosma crassifolia</i>		No	No	No	Yes	No	Yes	Moderate	Later	Low	Yes	No	Exposure-tolerant shrub of dry habitats
Shrub	<i>Coprosma acerosa</i>		No	No	No	Yes	No	Yes	Low	Early	Low	Yes	No	Low-growing sand dune and riverbed shrub
Sedge	<i>Ficinia spiralis</i>	Pikao	No	No	No	Yes	No	Yes	Low	Early	Low	No	No	Foredune species useful as sand-binders
Dicot herb	<i>Euphorbia glauca</i>		No	No	No	Yes	No	Yes	Low	Early	Low			Foredune species useful as sand-binders
Tussock grass	<i>Poa billardieri</i>	Sand tussock	No	No	No	Yes	No	Yes	Low	Early	Low	No	No	Foredune species useful as sand-binders
Tussock grass	<i>Poa cita</i>	Silver tussock	Yes	No	Yes	Yes	Yes	Yes	Low	Early	Low	No	No	Tolerant ground cover species in coastal habitat
Grass	<i>Spinifex sericeus</i>	Spinifex	No	No	No	Yes	No	Yes	Low	Early	Low	No	No	Foredune species useful as sand-binders
Grass	<i>Poa astonii</i>		No	No	No	Yes	No	Yes	Low	Early	Low	No	No	Coastal ground cover species, tolerant of salt spray
Fern	<i>Asplenium lyallii</i>		No	No	No	Yes	No	Yes	Low	Later	High	No	No	Coastal ground cover species, tolerant of salt spray

Plant type	Species	Common name	Generalist	Wetland sites	Riparian sites	Dry sites	Moist sites	Exposure	Shade tolerance	Planting sequence	Palatability	Fleshy fruits?	Nectar sources	Notes
Dicot herb	<i>Disphyma australe</i>	Ice plant	Yes	No	No	Yes	No	Yes	Moderate	Later	High	No	Yes	Coastal ground cover species, tolerant of salt spray
Dicot herb	<i>Tetragonia implexicoma</i>	New Zealand spinach	No	No	No	Yes	No	Yes	Moderate	Early	Low	Yes	No	Coastal ground cover species, tolerant of salt spray

Appendix Three: Location of fence for Salt Marsh



Location of post and wire fence shown as blue line