

# MEMO



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**Memo To:** Eloise Lonnberg-Shaw

**Author:** Phil Parker

**Author Title:** Parks and Reserves Manager

**Memo Date:** 28/09/2026

**ECM Reference:**

**Subject:** Tylee subdivision -RM240115

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## Purpose

The purpose of this memo is to outline anticipated impacts of the proposal on the areas/functions administered by the Parks and Reserves Department of Council.

## Context

Under Crown Agreement Council is the Manager of the Waikato River Trail and engages Waikato River Trail Trust (WRTT) to maintain under a ground maintenance contract at Council's cost.

## Impact

In regard to the Waikato River Trail component, the current effects assessment is that *"safety can be maintained through shared crossings, visibility and suitable gradients, and therefore a riverside trail has not been assessed"*.

At this stage Council is satisfied with the status quo, whereby the river trail remains situated within the Horahora Road road reserve.

However, in regard to the proposed cycle trail to be constructed within the new roads to be created under the subdivision and any upgrades along Horahora Road, while understanding the benefits, operationally Council must consider the long-term cost of maintenance and other responsibilities such as the incoming rates capping. An additional \$12,190 per annum on current costs (which would increase every year), is not presently available for this and the current location of the current pedestrian/cycle trail is considered sufficient given its location along the road in terms of actual river views. Council is also cognisant that the WRTT has recently downsized the number of working hours of their Managing Director to reduce operational costs.

In regard to the now proposed ten-metre width esplanade strip, Council agrees that the provision of an esplanade strip would be beneficial to the community and supports conditions requiring relevant landowners being responsible to maintain and to provide unfenced perpetual accessibility for community use.

Long term, Council also recognises that a riverside-located trail would better improve safety by separating trail users from vehicle crossings and road intersections, particularly when the full three-staged development has been completed which will likely see increased traffic movement along this section of Horahora Road affecting the current roadside river trail.

Obviously views of the Waikato River by trail users is an important part of the experience, and a closer proximity to the river would no doubt be preferred by users if possible. Retaining the river trail alongside the roadside will reduce views of trail users from the road as the development of housing progresses. To that end, while satisfied with the status quo, as part of the 2030-2040 Long Term Plan Council may decide to reassess progress of the subdivision development and the subsequent trail use situation and consider the option of relocating the river trail into the esplanade strip and discontinue use of the trail along the roadside. This will naturally mean consideration of effects on esplanade strip ownership, landowner's legal responsibilities, construction of infrastructure, accessibility to maintain the land, and capital and operational costs to do so.

In regard to the proposed recreation reserve, initial discussions appeared to indicate a boat ramp would be viable; however, this now appears to be unviable due to the terrain with a twelve-metre height difference. Regardless, an additional recreation reserve will provide an alternative recreation space to the nearby Little Waipa Reserve that gets busy over the summer period.

A handwritten signature in black ink, appearing to read 'Phil Parker', followed by a horizontal line.

Phil Parker  
**Parks and Reserves Manager**

# MEMO



**To** Planning Manager

**Author** Andrew Pascoe

**Author Title** Manager – Assets and Engineering Services

**Memo date** 25 September 2026

**Subject** RM 240115 – 597 Horahora Road – K Tylee

## Introduction

This statement has been prepared in support of the proposed subdivision and development at 597 Horahora Road, specifically addressing infrastructure servicing matters, including wastewater, water supply, roading, and stormwater. The following outlines the technical assessments undertaken and how the proposed development addresses the relevant statutory and regional requirements.

## Wastewater

The resource consent application proposes that wastewater will be managed through individual septic tank and effluent disposal systems within each lot, with a minimum setback of at least 30 metres from the edge of the river for all wastewater disposal systems.

In lieu of a specific wastewater effects assessment, consent notices are proposed to be registered on the titles to mitigate the potential effects of wastewater discharges from future dwellings. The following requirements will apply:

- Wastewater treatment must be provided using a secondary treatment system, which provides enhanced treatment compared with conventional septic tank systems.
- The design and performance of these systems must comply with Waikato Regional Council Regional Plan Rule 3.5.7.6, which governs effluent disposal loadings.
- Effluent disposal areas must be planted with water-tolerant vegetation to assist with further treatment and environmental integration.
- These requirements must be formalised through consent notices registered on the relevant property titles, ensuring ongoing compliance with the approved wastewater management requirements.

## Water

There is no Council reticulated water supply available to the site. Therefore:

- Rainwater harvesting will be required for each dwelling to provide the domestic water supply, with the specific systems to be implemented as part of the building consent process.
- Compliance with SNZ PAS 4509:2008 – New Zealand Fire Service Firefighting Water Supplies Code of Practice is required for all dwellings, as required by the Operative District Plan.
- A consent notice will be registered on each lot to ensure the provision of an appropriate firefighting water supply and associated access.

## **Roading**

An Integrated Transportation Assessment has been prepared by CKL Consultants and reviewed by Gray Matter Engineering Consultants on behalf of Council. Gray Matter Engineering recommended further safety measures, which will be incorporated into the final engineering design, such as combine entrances to reduce the number of conflict points along Horahora road.

Internal roading will be designed and constructed in accordance with the Regional Infrastructure Technical Specifications (RITS). Compliance with these requirements will be secured through conditions of the resource consent.

## **Stormwater**

Te Miro Water, a specialist stormwater consultancy, was engaged to prepare the stormwater design and assist with obtaining the relevant comprehensive stormwater consent from Waikato Regional Council. The stormwater design and associated consent requirements have been prepared in accordance with the Waikato Regional Council Stormwater Guidelines, the requirements of the WRC stormwater discharge consent, and the applicable RITS standards. Stormwater runoff from roads will require treatment prior to discharge.

The stormwater system will include:

- A primary system capable of managing a 1-in-10-year ARI rainfall event.
- A secondary system designed to safely manage a 1-in-100-year ARI rainfall event.

On-lot stormwater will be managed separately at the building consent stage, ensuring that each lot is able to appropriately detain and dispose of stormwater runoff without adversely affecting neighbouring properties or infrastructure.

## **Geotech and Natural Hazards**

Mitchell Geocon Geotechnical Consulting Geotechnical Engineers have prepared a Preliminary Geotechnical Investigation Report for the proposed development.

The site is generally suitable for residential subdivision, provided the report's earthworks, foundation, drainage, slope-setback, inspection and certification requirements are followed. The ground principally comprises variable Hinuera Formation alluvial sands, gravels and silts. Former river channels, sand bars and local depressions create uneven ground, but the available sandy material should allow building platforms to be formed relatively easily through controlled cutting and filling.

Liquefaction is not identified as a major development constraint:

The predicted effects for 25-year and 100-year earthquake events are negligible.

During the modelled 500-year earthquake event, approximately 10–50 mm of settlement may occur.

Lateral displacement and surface expression are expected to be low to minor.

The site is assessed as having an L1–L2 mild-to-moderate liquefaction performance level.

The report concludes that no special construction detailing is required solely to address the assessed liquefaction effects.

Slope stability is the principal geotechnical constraint. A general 25-metre building setback from the top of the riverbank slope is recommended for adjoining lots. For other steep slopes, the report recommends a setback based on one vertical to two horizontal, measured from the slope toe.

Any proposed development within these setback areas will require a site-specific slope stability assessment.

The site is reported to be outside the mapped Waikato River flood zone.

Building areas and engineered fill must be inspected and tested under the direction of a Chartered Engineer.

Final building-platform suitability and setback requirements should be confirmed through geotechnical completion reporting as each development stage is constructed.

Overall: The proposed subdivision is geotechnically feasible, but approval and development should place particular emphasis on slope setbacks, controlled earthworks, lot-specific stormwater design, and engineering inspection and certification.

## **Conclusion**

The essential infrastructure requirements for the proposed subdivision, including wastewater treatment and disposal, water supply, roading, and stormwater management, have been addressed through appropriate design, compliance with relevant standards, and enforceable resource consent conditions, including consent notices registered on the relevant property titles.

The proposed infrastructure servicing arrangements are therefore considered appropriate for the development, and there are no identified infrastructure constraints that would preclude the granting of the resource consent.

The identified geotechnical and natural hazard matters can be appropriately addressed through the subdivision development process and, where applicable, at the building consent stage. This includes compliance with the recommended slope setbacks, controlled earthworks, engineering inspection and certification, and site-specific geotechnical requirements where development is proposed within identified setback areas.

Andrew Pascoe

**Manager – Assets and Engineering Services**