



23 October 2025  
Job No: 50323.2000

Ashburton District Council  
2 Baring Square East  
Ashburton 7700

Attention: Hernando Marilla

Dear Hernando

## **Site Selection Assessment for the Methven Refuse Transfer Station**

### **1 Executive Summary**

This report presents a comparative assessment of two potential sites for the Methven Refuse Transfer Station (RTS): Line Road and Pudding Hill Road. The evaluation considers contaminated land, geotechnical, services, transportation, and planning, technical aspects.

#### **1.1 Site Comparison Overview**

##### **1.1.1 Contaminated Land**

- Line Road: Historically used for timber storage and recycling. Limited contamination (e.g., arsenic, chromium, copper) slightly above background levels. Not listed on the LLUR. Lower risk and cost for remediation.
- Pudding Hill Road: Former landfill with illegal dumping. Listed on LLUR. Potential presence of asbestos and landfill gas. Higher uncertainty and cost for contamination management.

##### **1.1.2 Geotechnical**

- Line Road: Natural undisturbed ground suitable for shallow foundations. Simpler investigations and construction.
- Pudding Hill Road: Settlement risks due to landfill material. Requires specialised investigations and potentially complex foundation design.

##### **1.1.3 Services**

- Line Road: Existing connections for water, wastewater, power, and communications. Lower infrastructure cost.
- Pudding Hill Road: Limited or no connections. On-site systems required. Higher cost and complexity.

### 1.1.4 Transportation

- Line Road: Existing safe access and exit points. Meets District Plan sight distance requirements. Low crash history.
- Pudding Hill Road: Access constrained by a sharp bend. Requires entrance relocation, road widening, and further transport assessment.

## 1.2 Planning

- Line Road: Located in Business D Zone with a designation for Waste Management (D98), aligning with RTS use, presents an easier District consenting pathway. Regional consent would also be required for the non-complying stormwater discharge, however the wastewater connection at Line Road provides an advantage to the site, as it would help manage stormwater effects.
- Pudding Hill Road: Rural B Zone with a designation for cleanfill disposal (D150), not aligned with RTS use, therefore would require District consent as non-complying activity. Regional consent would also be required for the non-complying stormwater discharge associated with the RTS.

## 1.3 Conclusion

Based on the multi-disciplinary assessment, Line Road is the preferred site for the Methven RTS. It presents:

- Lower contamination risk and remediation cost;
- Favourable geotechnical conditions;
- More existing service infrastructure;
- Fewer transport-related challenges; and
- A more straightforward planning and consenting pathway.

The Line Road site's current use as a recycling centre and its location within a business zone further support its suitability, reducing potential amenity and social perception issues. In contrast, the Pudding Hill Road site poses more development challenges and higher costs.

## 2 Introduction

This report sets out a comparative assessment of the two potential sites for the Methven Refuse Transfer Station (RTS) based on the information currently available. The two potential site locations are Line Road (the site of the existing recycling drop-off centre in Methven), Figure 2.1, and the site on the bend of Pudding Hill Road shown in Figure 2.2 (the site of a closed landfill).

This assessment draws on five site specific assessments:

- Contaminated land,
- Geotechnical,
- Services,
- Transportation, and
- Planning.

This report documents the potential redevelopment constraints and opportunities of the two sites and draws a conclusion based on these multi-disciplinary assessments, as to what site Ashburton District Council (ADC) should look to develop. Key matters likely to negatively impact the cost of construction, and/or impact obtaining resource consent for the RTS have been examined. This assessment seeks to draw a conclusion regarding the relative 'consentability' alongside other development constraints of each site.

It should be noted that the following information represents preliminary advice only, based on the information available. Additional assessment would be required to confirm the technical constraints of the sites. Further, construction challenges, resource consent requirements or consultation requirements may be identified once the project is progressed.



Figure 2.1 Line Road Site. Source: MapViewer, T+T





The Pudding Hill Road site (Legal description: Fee Simple, 1/1, Rural Section 41983, 39,155 m<sup>2</sup>) is located 4 km outside of the Methven town in the Rural B Zone. The site is Designated (District Plan reference D150) as it is a closed landfill site. The site is approximately 3.7 hectares. The surrounding area is farms, and there are multiple farmsteads in proximity to the site. 243 Pudding Hill Road is located opposite the proposed site, and 121 Pudding Hill Road is located approximately 175 m to the east.

The Pudding Hill Road site is flat with shelter belts on the northern and eastern sides of the site. The site is listed on Environment Canterbury's (ECan) Listed Land Use Register (LLUR) as a HAIL site (Landfill (Curries Pit)). Site investigations undertaken by Tonkin and Taylor in 2013/14 indicate that the site has been used for clean fill. However, illegal dumping of material on the site means that it is not wholly clean fill. In 2013 an entire house was dumped and subsequently burnt on the site.

### 3.2 Line Road Site



Figure 3.2 Line Road site location

Source T+T Mapviewer

The Line Road site (Legal Description: Fee Simple, 1/1, Part Lot 3 Deposited Plan 27511, 3,735 m<sup>2</sup>) is currently a community recycling facility. It is designated for 'Waste Management' (District Plan reference D98). The site is 0.37 hectares and has an existing entrance at 40 Methven Chertsey Road and exit at 2 Line Road. The front section of the site is flat and concreted as an existing drive-through recycling facility. The back section is in grass and appears unused.

The Line Road site is located within the Business D zone and is surrounded by a range of land uses. To the east of the site is a Vet Clinic and FairView Aluminium (retail operation). A storage facility is located to the south of the site. To the west of the site there are business land uses including Methven Engineering Maintenance Ltd, Watson Contracting Limited (Agricultural service), Mt Hutt Lime (Harmer Earth moving/Logging) and a McKeown Fuel Station. The Methven Recreation Reserve and Methven Cemetery are located across Methven Chertsey Road from the Line Road Site.

## 4 Methven RTS description

The proposal is to establish a RTS in Methven. This RTS will be a depot for the public receipt and storage of household / general refuse, recycling and green waste. The site will include a weighbridge and disposal bins. The proposed Methven RTS would be a similar operation to ADC's Rakaia RTS site. For the purposes of this assessment, we have assumed that the proposed developments across both sites will be of a similar nature. Generally, this will comprise of buildings required for resource recovery, refuse transfer, materials recovery and greenwaste collection (large sheds), along with potential office facilities, staff amenities, workshops and vehicle and bin storage areas along with a weighbridge. T+T understands that the proposed buildings at the facility will be constructed from medium to lightweight materials and the layout will vary to suit the selected site.

For context, the ADC Rakaia RTS accepts the following waste<sup>1</sup>:

- Household recycling
- Whiteware
- Scrap metal
- Electronic and electrical equipment
- Hazardous solid waste
- Batteries
- Lights, bulbs and fluorescent tubes, aerosols, fuel and oil containers (empty)
- Hazardous liquid waste
- Chemicals (less than 5 litres)
- Fuels and spirits (less than 2 litres)
- Oils (less than 20 litres)
- Paints (less than 20 litres)
- Re-usable items

## 5 Contaminated land assessment

T+T has undertaken a desk-based review of site history information to allow a comparative assessment of potential ground contamination considerations at the Pudding Hill Road and Line Road sites. T+T has reviewed the following:

- Historical aerial imagery (refer Appendix A)
- ECan LLUR information (refer Appendix B).
- T+T Investigation reports.

Table 5.1 summarises the comparative findings of our assessment:

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<sup>1</sup> [Resource Recovery Parks | Ashburton District Council](#)

**Table 5.1: Contaminated land comparative assessment of sites**

Contaminated land aspect	Line Road	Pudding Hill Road
Site history	<ul style="list-style-type: none"> <li>Site undeveloped farmland until approximately the early 1970s when it appears to have been used to store treated timber from an adjacent sawmill/timber yard.</li> <li>ADC has owned the site since approximately 1985.</li> <li>The northern half of the site has been used as an ADC recycling drop off facility since approximately 2004. The southern part of the site appears to have not been used or developed.</li> </ul>	<ul style="list-style-type: none"> <li>Site operated as a gravel pit and subsequently an informal local dump facility from 1960s. Gravel extraction and clean fill disposal occurred until mid-2010s.</li> <li>Unlawful waste disposal noted in 2012. Waste included household waste and demolition material.</li> <li>Site has been locked/secured since 2013. No evidence waste was removed (may have been buried on site).</li> <li>Unclear whether engineered cap has been installed.</li> </ul>
LLUR Status	<ul style="list-style-type: none"> <li>Not included on LLUR</li> </ul>	<ul style="list-style-type: none"> <li>LLUR site SIT16722. Conformed HAIL activity G3 (landfill sites)</li> </ul>
Previous Investigations	<ul style="list-style-type: none"> <li>T+T ground contamination assessment, September 2014. Desk based and soil sampling investigation. Investigation focussed on potential for timber treatment chemical in surface soil associated with historic timber storage, and assessment of small soil stockpiles.</li> </ul>	<ul style="list-style-type: none"> <li>T+T investigations in 2013 (preliminary investigation (desk based) and soil, groundwater and gas investigation)) and 2014 (additional groundwater investigation).</li> </ul>
Potential for contamination	<ul style="list-style-type: none"> <li>Limited soil sampling completed confirmed the presence of metals marginally above published background concentrations, but below commercial/industrial human health standards. Elevated contaminants include arsenic, chromium and copper (i.e. potentially associated with timber treatment).</li> <li>Vertical extent of above background concentrations is unknown, but likely that concentrations decrease rapidly below subsurface to background concentrations.</li> </ul>	<ul style="list-style-type: none"> <li>Limited soil and groundwater sampling completed to date indicates low potential for contamination in groundwater and natural soils beneath fill.</li> <li>Contaminants in fill have not been characterised – potential for elevated metals, hydrocarbons, pesticides and asbestos.</li> <li>Landfill gas (methane, carbon dioxide) detected in gas monitoring well installed in waste in 2013.</li> </ul>

Contaminated land aspect	Line Road	Pudding Hill Road
Potential development implications	<ul style="list-style-type: none"> <li>• Surface soil may not be suitable for disposal as cleanfill but may be suitable for disposal to a controlled/managed fill facility. However further sampling and analysis may allow disposal to cleanfill if surface/subsurface soils are mixed.</li> <li>• Although the majority of soil samples contain copper, chromium or arsenic only slightly above background concentrations, due to the historic use of the site for timber storage, the NESCS would likely apply to soil disturbance/soil disposal associated with site redevelopment, and depending on excavation/disposal volumes consent under the NESCS may be required.</li> <li>• Available information does not suggest that contamination-related health and safety controls would be required during redevelopment. During construction, it may be necessary to increase erosion and sediment controls to reduce the potential for sediments (potentially containing above background concentrations of metals) to discharge to the swale adjacent to the site.</li> </ul>	<ul style="list-style-type: none"> <li>• Presence of contamination unlikely to preclude development but could significantly increase development costs – particularly if excavation and offsite disposal of soil/fill is required for geotechnical purposes, and particularly if asbestos is present.</li> <li>• It may, however, be possible to retain excavated material on site (e.g. in a noise/screening bund) to reduce disposal costs.</li> <li>• Buildings may need to incorporate landfill gas (LFG) protection, which may also increase development costs.</li> <li>• The presence of contamination is likely to trigger the need for various consents, including under the NESCS<sup>2</sup>.</li> <li>• The presence of contamination may also increase the cost and duration of earthworks if contamination-related health and safety controls are required (particularly applicable for asbestos)</li> </ul>
Future investigations	<ul style="list-style-type: none"> <li>• Additional soil sampling to assess vertical extent of elevated metals concentrations and support an assessment of soil disposal/management options.</li> </ul>	<ul style="list-style-type: none"> <li>• Additional soil sampling and analysis, particularly for asbestos would be required to understand soil disposal, health and safety and consenting requirements.</li> <li>• Additional LFG monitoring required to assess building protection requirements.</li> </ul>

Overall, the Line Road site has a lower potential for contamination than the Pudding Hill Road site. Owing to the uncontrolled placement of waste at the Pudding Hill Road site, there is greater uncertainty regarding the extent and magnitude of contamination there than at Line Road.

The presence of LFG and the potential presence of asbestos at the Pudding Hill Road site have the potential for greater-contamination related development costs than at Line Road. Additional investigation is likely to be required for both/either site to further understand contamination-related development implications, but the scope and cost of investigation is likely to be lower for Line Road than Pudding Hill Road.

<sup>2</sup> Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011.



## 6 Geotechnical assessment

Appendix C contains the full Geotechnical assessment. Table 6.1 outlines a summary of the potential geotechnical constraints of the two sites.

**Table 6.1: Geotechnical assessment summary**

Geotechnical aspect	Line Road site	Pudding Hill Road site
Geotechnical hazards	<ul style="list-style-type: none"> <li>No active faults reported within 11 km of the site. The active Mount Hutt Fault (#81378) is located 11km north west of the site.</li> <li>Site not outlined on ADC flooding hazard mapping.</li> </ul>	<ul style="list-style-type: none"> <li>Potential settlement associated with breakdown, degradation and loading of landfill waste.</li> <li>No active faults reported within 7 km of the site. The active Mount Hutt Fault (#81378) is located 7km north west of the site.</li> <li>Site not outlined on ADC flooding hazard mapping.</li> </ul>
Likely investigations required	<ul style="list-style-type: none"> <li>Site-specific geotechnical investigations will be required to support design and any associated building consent. Likely comprise of shallow investigations such as test pits with material strength testing (Scala penetrometers).</li> </ul>	<ul style="list-style-type: none"> <li>Site-specific geotechnical investigations will be required to support design and any associated building consent. This would require specialised focus to determine the extent and composition of the landfill material. Likely comprise of numerous shallow investigations such as test pits to confirm landfill extent and contact with underlying natural ground including material strength testing.</li> </ul>
Likely Geotechnical considerations	<ul style="list-style-type: none"> <li>Natural, undisturbed ground is likely to be encountered at near surface levels (within the top 1 m bgl) and is expected to be suitable for shallow foundations relating to the proposed weighbridge and any associated buildings/infrastructure for the proposed RTS development. There may be a requirement for removal of isolated areas of unsuitable founding material potentially associated with early site development or natural features (vegetation, tree stumps) however we note that none are visible in the aerial images or geotechnical information reviewed.</li> <li>Simpler site investigations, foundations and greater flexibility for site layout in comparison to the Pudding Hill Road site.</li> </ul>	<ul style="list-style-type: none"> <li>Careful consideration of site layout to avoid positioning of settlement sensitive structures on the landfill extent if practical.</li> <li>Specialised pavement and foundation design required if founded on the landfill/uncontrolled fill, including consideration of landfill capping requirements and settlement potential.</li> <li>Some localised engineered fill may be required to infill localised depressions.</li> <li>Shallow foundations are considered appropriate for areas that have not been subject to landfilling following removal of vegetation and any soft near surface soils.</li> </ul>

## 7 Services and transport assessment

**Appendix D** sets out the services and transport technical assessment in full. Below is a summary of the service and transport constraints of the two sites.

### 7.1 Services

Table 7.1 below summarises the available service connections for both of the sites. To confirm service availability, we recommend estimating the required three-waters demand and engaging further with Council and relevant service providers.

**Table 7.1: Service assessment summary**

Service aspect	Line Road site	Pudding Hill Road site
Water Supply	Connection available, likely suitable capacity.	Connection may not be accepted. Further discussions with council required (see Section A of <b>Appendix D</b> ).
Wastewater	Connection available. Capacity dependant on upgrades currently being undertaken.	No connection available. On-site system required.
Stormwater	No infrastructure in the area. On-site soakage required (typical arrangement in Methven).	No infrastructure in the area. On-site soakage required (typical arrangement in Methven).
Power	11kV underground lines on Line Road and Methven Chertsey Road.	Information not available at the time this assessment was done. Overhead lines visible on Pudding Hill Road.
Communications	Existing infrastructure on Line Road and Methven Chertsey Road.	Existing infrastructure on Pudding Hill Road.

Overall, the Line Road site would likely have less cost associated with service connections, than the Pudding Hill Road site.

### 7.2 Transportation

Table 7.2 summarises the transport constraints for the two sites. Vehicle generation data from the Rakaia RTS site<sup>3</sup> was used to carry out an assessment of the expected traffic likely to be experienced by the proposed Methven RTS. The maximum number of uses in one day was 48, the minimum was 1, and the average was 12.7.

<sup>3</sup> Email attachment titled *Rakaia Resource Recovery Park Customer numbers and weights 2425 year*. Email from J. Bloomfield (ADC) to T. Ensor (T+T); *RE: Closed landfill Discussions* timestamped Friday 18 July 2025, 5:02 p.m.

**Table 7.2: Transportation assessment summary**

Transport Aspect	Line Road site	Pudding Hill Road site
Vehicle volumes	Of a sufficient size to accommodate the vehicle numbers experienced at Rakaia RTS, to enter, manoeuvre, and exit the site.	Of a sufficient size to accommodate the vehicle numbers experienced at Rakaia RTS, to enter, manoeuvre, and exit the site.
Existing transport conditions	<p><u>Line Road:</u></p> <ul style="list-style-type: none"> <li>Estimated average daily traffic (ADT) of 725 vehicles/day with 23% estimated to be Heavy Commercial Vehicles (HCV) on Line Road adjacent to the site.</li> <li>Primary collector (One Network Road Classification (ONRC)) and has a speed limit of 50 km/h.</li> </ul> <p><u>Methven Chertsey Road:</u></p> <ul style="list-style-type: none"> <li>ADT of 655 with 22% estimated to be HCV</li> <li>Secondary collector and has a speed limit of 50 km/h</li> </ul>	<p><u>Pudding Hill Road:</u></p> <ul style="list-style-type: none"> <li>ADT of 650 with 15% HCV.</li> <li>ONRC classification as a secondary collector and has a speed limit of 100 km/h</li> </ul>
Crash history and road safety	At the existing site, one minor crash was recorded. This occurred in 2023 at the intersection of Line Rd/Methven Chertsey Rd, and involved a vehicle overtaking another vehicle turning into Line Rd. No reported crashes involved entry or exit to the site. Overall, the number and severity of crashes is low.	No crashes were reported outside the proposed location on Pudding Hill Road or the nearby intersection. The crash history does not indicate any inherent safety issues present on the existing road network in the vicinity of the site.

Transport Aspect	Line Road site	Pudding Hill Road site
Site entrance	<p>The site is currently accessed via an entrance on Methven Chertsey Road, approximately 50 m from the Line Road intersection. The exit of the site is at 2 Line Road (the address of the site) and currently includes “No Entry” signage visible from Line Road.</p> <p>As per Section 10.9.8 of the Ashburton District Plan, on a road with a speed limit of 50 km/h a minimum sight distance of 110m will be required for the site entrance.</p> <p>From a review of Google Maps, there are no obvious obstructions at the existing accessways to the site on Methven Chertsey Road and Line Road. Thus, no significant sight distance concerns are anticipated near the current entrance and exit</p>	<p>The site is currently accessed via a swing gate and gravel driveway on Pudding Hill Road.</p> <p>Given the 100 km/h speed environment, this site will require a minimum sight distance of 280 m to meet the requirements outlined in Section 10.9.8 of the District Plan.</p> <p>A sharp bend located approximately 110 m west of the existing entrance has the potential to create sight distance limitations.</p> <p>Measures to address the sight distance constraints would need to be taken:</p> <ul style="list-style-type: none"> <li>• relocating the entrance further east of the current location or road widening to support safe entry movements.</li> <li>• Relocating the entrance further east would not entirely satisfy the sight distance requirement of 280 m.</li> <li>• Relocation in conjunction with road widening could likely create a safe entrance to the site. I</li> <li>• Recommend a transport assessment is undertaken and that any further design considers the sight distance limitations. This would need to include a sight distance assessment in accordance with Appendix 10-6 of the Ashburton District Plan.</li> </ul>

Overall, the Line Road site is likely to be suitable in terms of transport requirements. However, the Pudding Hill Road site would require the entrance to be relocated, road widened, and a further transport assessment to be carried out, because of sight distance constraints. Therefore, based on the information available Line Road has far less transport related challenges than Pudding Hill Road.



## 8 Planning technical assessment

### 8.1 Planning assessment

Appendix E sets out an initial planning assessment, setting out the planning framework, and undertaking a rule assessment for the two sites. This assessment identifies what consents may be required to give an indication of consenting difficulty.

Table 8.1 is a summary of the key findings from the planning assessment.

**Table 8.1: Planning assessment summary**

Planning aspect	Line Road	Pudding Hill Site
Zone	<p><b>Business D</b></p> <p>The Business D Zone is zoned for light industrial, service and limited commercial activities. The zone also allows for retailing activities and offices that are ancillary to an industrial or service activity.</p> <p>The purpose of the Business D Zone is predominantly to support light industry which infers some level of noise and vehicle movements is expected.</p>	<p><b>Rural B Zone</b></p> <p>The site is within the Rural B Zone of the Ashburton District Plan. The Rural B zone is characterised by agricultural activities. The zone has wide open spaces with farmhouses and associated utility sheds, and small settlements throughout. There can be high levels of noise from machinery, from early morning to late at night. There is often odour present from farming activities such as manure spreading and pig farming. There are low levels of traffic in the Rural B zone, but there are large tractors and tankers on these rural roads.</p> <p>The RTS would not be consistent with the main purpose of the Rural 2 Zone. However, the site is somewhat of an anomaly in the zone as it is a closed landfill (as opposed to just farmland). The site is not highly productive land.</p>
Designation	<p><b>Designation D98</b></p> <p>Authority responsible – ADC</p> <p>Designation purpose: Waste Management</p> <p>Methven. Methven Chertsey Road, Cnr Line Road RS 42060 (0.3735ha)</p> <p>10-year lifetime of designation (no conditions)</p> <p>The proposed RTS would fit within the designation purpose.</p>	<p><b>Designation D150</b></p> <p>Authority responsible: Ashburton District Council</p> <p>Purpose: Disposal of material classified as “Cleanfill” by the Ministry for the Environment</p> <p>Alford Forest Road, RS 41983 BLK VI SPAXTON SD (3.9155ha)</p> <p>10-year lifetime of designation (No conditions)</p> <p>The proposed RTS would not fit within the designation purpose.</p>

Planning aspect	Line Road	Pudding Hill Site
Noise	<p>Noise limits in the Business D Zone: Daytime (0700-2200 inclusive): L<sub>Aeq(1hr)</sub> – 65 dB L<sub>AF,max</sub> – 90 dB</p> <p>Night-time (All other times): L<sub>Aeq(1hr)</sub> – 55 dB L<sub>AF,max</sub> – 80 dB</p> <p>Business D Zone includes industrial activities and heavy vehicle movements, aligning with RTS operations.</p> <p>While RTS operations would likely increase noise levels from the activities currently occurring, the site is already used for community waste drop-off, so vehicle noise is present.</p> <p>The storage units behind the site are not permanently occupied. There is a set back between businesses and the Domain and Cemetery (including Methven Chertsey Road).</p>	<p>Noise limits in the Rural Zone: Daytime (0700-2200 inclusive): L<sub>Aeq(1hr)</sub> – 65 dB L<sub>AF,max</sub> – 85 dB</p> <p>Night-time (All other times): L<sub>Aeq(1hr)</sub> – 45 dB L<sub>AF,max</sub> – 70 dB</p> <p>The rural zone as a whole has existing activities with noise associated with them. The area around the Pudding Hill site however would be generally quiet, with occasional rural activity (e.g., tractors and other agricultural machinery).</p> <p>While rural zones do experience daytime machinery noise, RTS operations would be more frequent and consistent (likely daily), differing from typical rural activity.</p>
District consent requirements	<p>The development of a RTS on the Line Road site would likely not require consent under the ADP, as it meets the purpose of Designation 98. Reliance on Designation 98, would likely require an Outline Plan to be prepared.</p> <p>There would likely be district consent requirements under the NES-Soils, further investigation is needed to determine under which regulation. However, it is known that the site has levels of copper, chromium or arsenic due to its previous use for timber storage.</p>	<p>The development of a RTS on the Pudding Hill site would likely require consent from Ashburton District Council under Rule 3.8.6 as a non-complying activity.</p> <p>The Pudding Hill Road site is a known contaminated site so it is likely that there will be NES-Soils consenting requirements, this would need confirmation from a detailed site investigation.</p>
Regional consent requirements	<p>A RTS on the Line Road site would likely need consent from ECan for the Discharge of Stormwater under Rule 5.97 as a non-complying activity.</p> <p>It is noted that the wastewater connection at Line Road would provide a good way to address effects from a stormwater discharge in order to gain regional consent.</p>	<p>A RTS on the Pudding Hill site would likely need consent from ECan for the Discharge of Stormwater under Rule 5.97 as a non-complying activity.</p>

Planning aspect	Line Road	Pudding Hill Site
Odour	If the RTS operation is to produce odour it could adversely effect the surrounding businesses as well as potential uses of the Domian and Cemetery.	There is potential for there to be odour generated from the operation of an RTS facility on the site. If this odour was of a level that could extend beyond the Pudding Hill Road site, then it could have adverse effects on the neighbours enjoyment of their properties.
Neighbours/surrounding land use  Amenity and social perception issues	<p>Neighbouring Sites:</p> <ul style="list-style-type: none"> <li>• Adjacent sites include storage units and engineering/maintenance operations.</li> <li>• A vet clinic across Line Road may be more sensitive to noise.</li> <li>• Methven Domain and Cemetery are nearby but set back and separated by a major road and planting.</li> </ul> <p>A majority of these adjacent land uses are not particularly sensitive. The more sensitive activities (vet clinic, domain and cemetery) have greater separation to the site.</p> <p>There is already a precedent for waste-related traffic and noise at the site.</p>	<p>The surrounding environment is characterised by farmland and rural dwellings.</p> <ul style="list-style-type: none"> <li>• 243 Pudding Hill Road: &lt;40 m from site boundary</li> <li>• 212 Pudding Hill Road: ~170 m away</li> <li>• 13 Ledgerwoods Road: &lt;140 m from boundary</li> </ul> <p>While not harmful to health, increased noise, odour, and traffic movements from the RTS it has the potential to negatively affect residents' well-being and enjoyment of their properties.</p>

The Line Road site is designated and therefore does not require consent under the district plan. An Outline Plan would be required but these cannot be declined so presents a significant advantage.

The Pudding Hill Road site would not be able to rely on the current Designation, as an RTS would not meet the purpose of D150. Therefore, the Pudding Hill Road site would require consent as a non-complying activity under the ADC Plan.

Both sites would require Regional consent, as non-complying activities under the ECan LWRP for stormwater discharge. However, of note is that the Line Road wastewater connection provides for a much easier method for managing stormwater effects as any very dirty stormwater can go to the sewer system as opposed to being treated and discharged to ground. Overall, despite both needing regional consent Line Roads wastewater connection differentiates it as having an easier regional consenting pathway.

The Line Road site is currently a community recycling centre, and therefore a baseline of waste management activity is already occurring (e.g. cars entering and exiting the site). There are no residential dwellings in close proximity, which are more sensitive to noise and odour than the business land uses present. The risk of amenity related effects arising is therefore potentially less for the development of an RTS on the Line Road site compared to the Pudding Hill Road site that has residential activities in close proximity.

Overall, this planning assessment finds the Line Road site as the better site for the proposed Methven RTS.

## 9 Conclusion and next steps

In conclusion, this comparative assessment finds the Line Road site to be the preferred site over Pudding Hill Road.

The Pudding Hill Road site has a confirmed presence of contamination that would increase the development cost, while the Line Road site has a lower potential for contamination. Additional investigation is needed for both/either site to further understand contamination-related development implications, but the scope and cost of investigation is likely to be lower for Line Road than Pudding Hill Road.

Due to the presence of the landfill at the Pudding Hill Road site, the geotechnical assessment found that the Line Road site would be more suitable for constructing infrastructure such as the weighbridge and any site buildings. Site-specific geotechnical investigations will be required to support design and any associated building consent for both sites. The Pudding Hill Road site would require more investigations with a specialised focus on determining the extent and composition of landfill material, adding investigation cost as compared to Line Road.

The services assessment found that Line Road has more existing connections, and less challenges for connecting to existing infrastructure. The wastewater connection at Line Road would also help with gaining regional consent by helping to address stormwater discharge effects.

The Line Road site is likely to be suitable in terms of transport requirements as it already has an established and safe entrance and exit. In comparison, the Pudding Hill Road site would require the entrance to be relocated, road widened, and a further transport assessment to be carried out due to sight distance constraints.

Finally, based on the planning assessment, the Line Road site presents an easier consenting pathway. It offers a more straightforward district planning pathway due to its existing designation (D98) and the fact it has fewer contamination concerns. Its current use also provides an expectation regarding amenity and associated effects (noise and odour). In contrast, the Pudding Hill Road site faces greater challenges due to not aligning with the designation purpose, known contamination issues, and the potential for amenity impacts on nearby residential dwellings. Further planning assessment when more information is available, of either site would be required to confirm planning requirements.

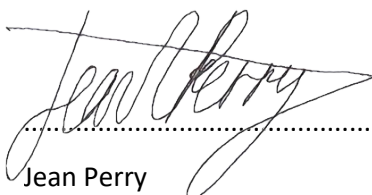


## 10 Applicability

This report has been prepared for the exclusive use of our client Ashburton District Council, with respect to the particular brief given to us and it may not be relied upon in other contexts or for any other purpose, or by any person other than our client, without our prior written agreement.

Tonkin & Taylor Ltd

Report prepared by:



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Jean Perry  
Planner

Authorised for Tonkin & Taylor Ltd by:



.....

Paul Walker  
Project Director

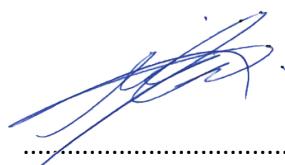
Report prepared by:



.....

Fai Mohammed  
Geotechnical Engineer

Report prepared by:



.....

William Edwards

Civil Engineer

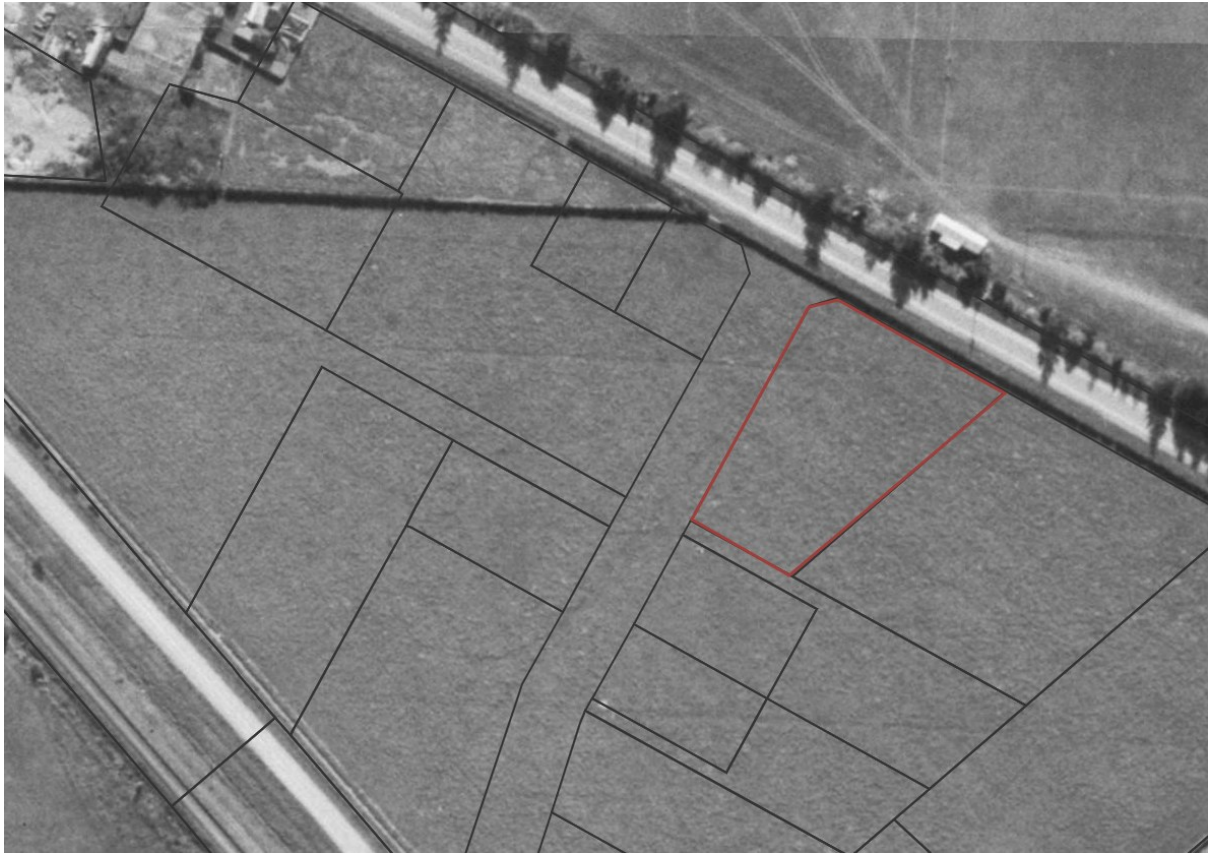
23-Oct-25

\\ttgroup.local\corporate\christchurch\tt projects\50323\50323.2000\workingmaterial\planning\21102025 site selection assessment for the methven refuse transfer station for pd review.docx

<b>Appendix A</b>	<b>Historical aerial imagery</b>
<b>Appendix B</b>	<b>Ecan LLUR information</b>
<b>Appendix C</b>	<b>Geotechnical Technical Assessment</b>
<b>Appendix D</b>	<b>Services and Transport Technical Assessment</b>
<b>Appendix E</b>	<b>Planning Assessment</b>

## **Appendix A      Historical aerial imagery**

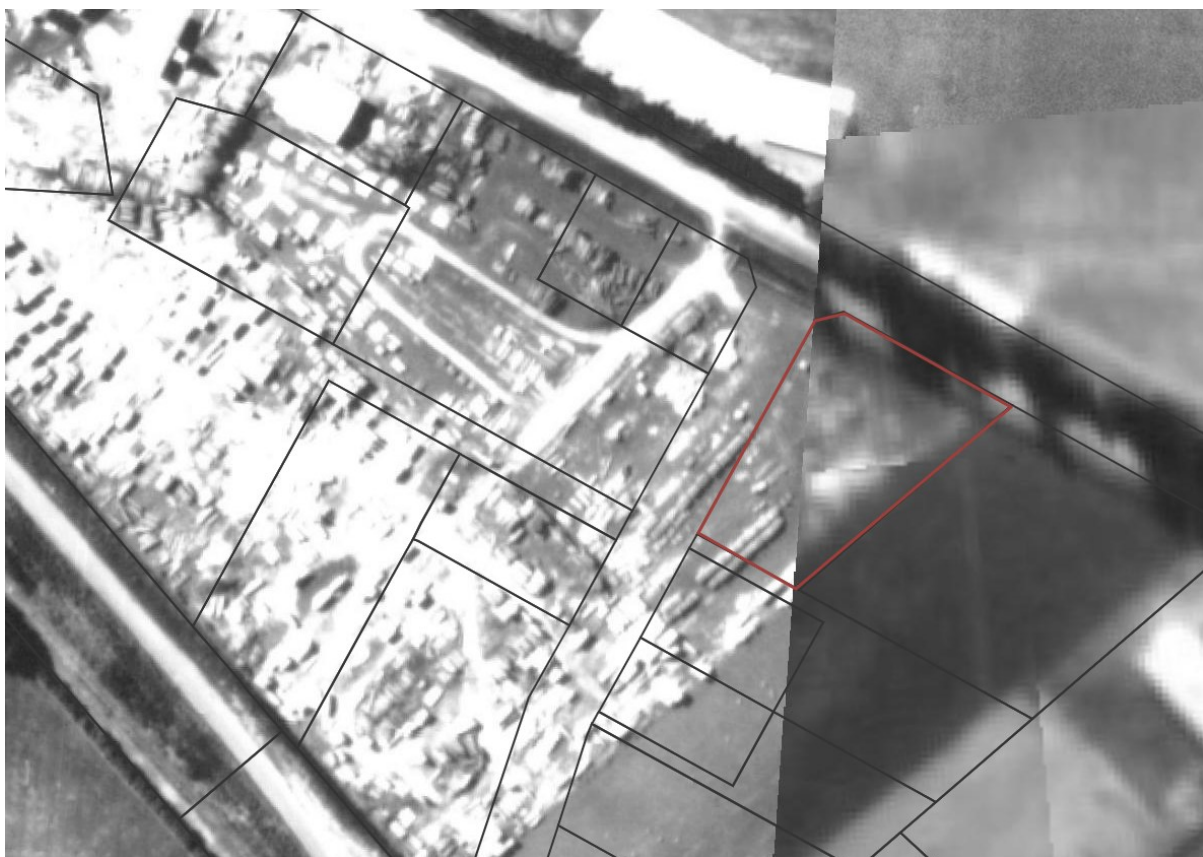
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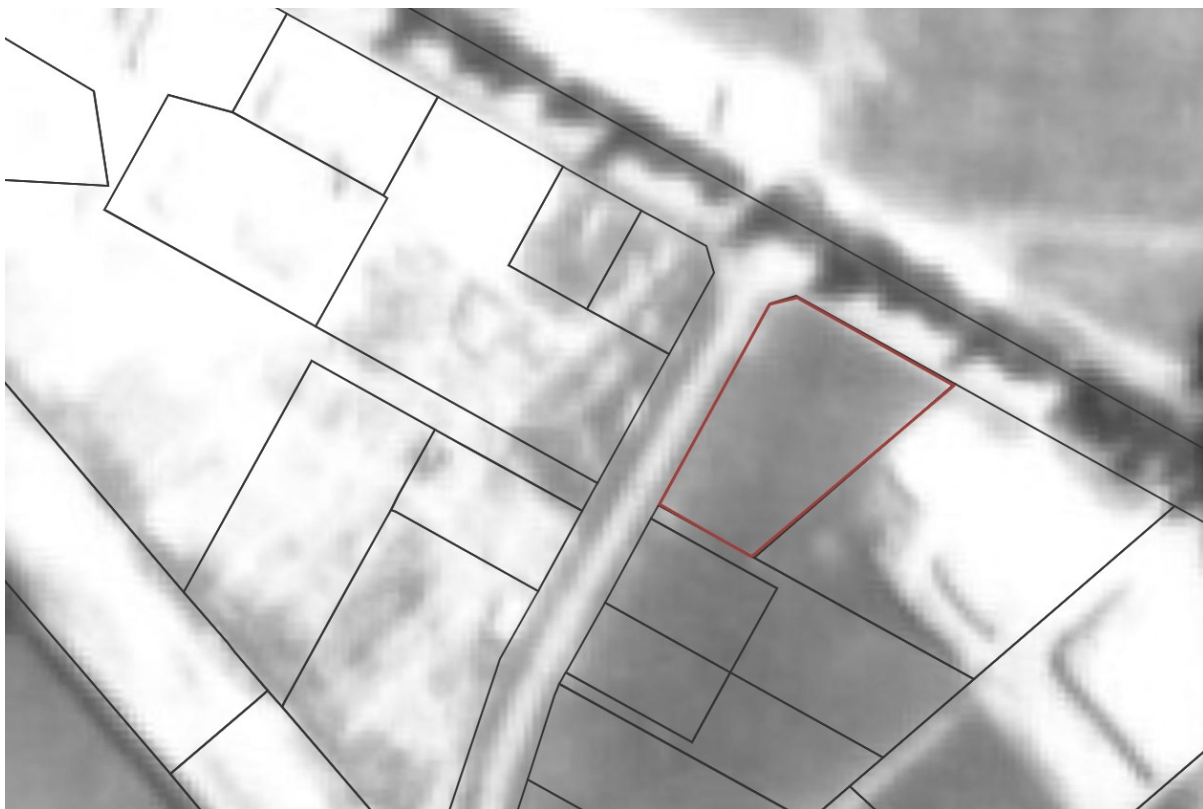
Line Road: 1955-59



Line Road: 1965-69



Line Road: 1980-84



Line Road: 1985-89





Line Road: 1995-99



Line Road: 2000-04





Line Road: 2004-10



Line Road: 2010-14





Line Road: 2015-19



Line Road: Latest





Line Road: Google streetview July 2023

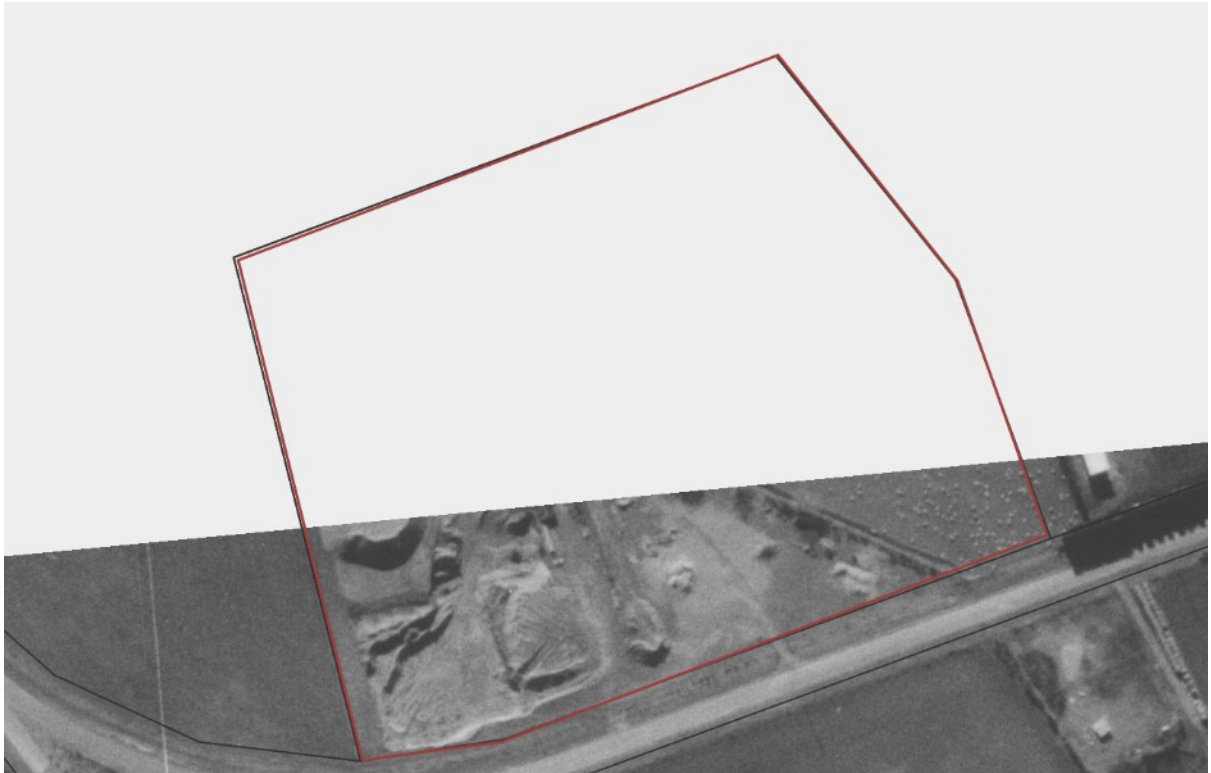


Pudding Hill Road: 1955-59



Pudding Hill Road: 1965-69





Pudding Hill Road: 1980-84



Pudding Hill Road: 1995-99





Pudding Hill Road: 2000-04



Pudding Hill Road: 2004-10





Pudding Hill Road: 2010-14



Pudding Hill Road: 2015-19





Pudding Hill Road: Latest



Pudding Hill Road: Google streetview July 2023

## **Appendix B      Ecan LLUR information**

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**Customer Services**  
**P. 03 353 9007 or 0800 324 636**

PO Box 345  
Christchurch 8140

P. 03 365 3828  
F. 03 365 3194  
E. [ecinfo@ecan.govt.nz](mailto:ecinfo@ecan.govt.nz)

[www.ecan.govt.nz](http://www.ecan.govt.nz)

Dear Sir/Madam

Thank you for submitting your property enquiry from our Listed Land Use Register (LLUR). The LLUR holds information about sites that have been used or are currently used for activities which have the potential to cause contamination.

The LLUR statement shows the land parcel(s) you enquired about and provides information regarding any potential LLUR sites within a specified radius.

Please note that if a property is not currently registered on the LLUR, it does not mean that an activity with the potential to cause contamination has never occurred, or is not currently occurring there. The LLUR database is not complete, and new sites are regularly being added as we receive information and conduct our own investigations into current and historic land uses.

The LLUR only contains information held by Environment Canterbury in relation to contaminated or potentially contaminated land; additional relevant information may be held in other files (for example consent and enforcement files).

Please contact Environment Canterbury if you wish to discuss the contents of this property statement.

Yours sincerely

**Contaminated Sites Team**



# Property Statement from the Listed Land Use Register

Visit [ecan.govt.nz/HAIL](https://ecan.govt.nz/HAIL) for more information or  
contact Customer Services at [ecan.govt.nz/contact/](https://ecan.govt.nz/contact/) and quote ENQ426881

**Date generated:** 26 August 2025  
**Land parcels:** RS 42060



The information presented in this map is specific to the property you have selected. Information on nearby properties may not be shown on this map, even if the property is visible.

## Sites at a glance

 **Sites within enquiry area**

There are no sites associated with the area of enquiry.

## More detail about the sites

There are no sites associated with the area of enquiry.

## Disclaimer

The enclosed information is derived from Environment Canterbury's Listed Land Use Register and is made available to you under the Local Government Official Information and Meetings Act 1987.

The information contained in this report reflects the current records held by Environment Canterbury regarding the activities undertaken on the site, its possible contamination and based on that information, the categorisation of the site. Environment Canterbury has not verified the



accuracy or completeness of this information. It is released only as a copy of Environment Canterbury's records and is not intended to provide a full, complete or totally accurate assessment of the site. It is provided on the basis that Environment Canterbury makes no warranty or representation regarding the reliability, accuracy or completeness of the information provided or the level of contamination (if any) at the relevant site or that the site is suitable or otherwise for any particular purpose. Environment Canterbury accepts no responsibility for any loss, cost, damage or expense any person may incur as a result of the use, reference to or reliance on the information contained in this report.

Any person receiving and using this information is bound by the provisions of the Privacy Act 1993.

# Listed Land Use Register

## What you need to know



## What is the Listed Land Use Register (LLUR)?

The LLUR is a database that Environment Canterbury uses to manage information about land that is, or has been, associated with the use, storage or disposal of hazardous substances.

## Why do we need the LLUR?

Some activities and industries are hazardous and can potentially contaminate land or water. We need the LLUR to help us manage information about land which could pose a risk to your health and the environment because of its current or former land use.

Section 30 of the Resource Management Act (RMA, 1991) requires Environment Canterbury to investigate, identify and monitor contaminated land. To do this we follow national guidelines and use the LLUR to help us manage the information.

The information we collect also helps your local district or city council to fulfil its functions under the RMA. One of these is implementing the National Environmental Standard (NES) for Assessing and Managing Contaminants in Soil, which came into effect on 1 January 2012.

For information on the NES, contact your city or district council.

## How does Environment Canterbury identify sites to be included on the LLUR?

We identify sites to be included on the LLUR based on a list of land uses produced by the Ministry for the Environment (MfE). This is called the Hazardous Activities and Industries List (HAIL)<sup>1</sup>. The HAIL has 53 different activities, and includes land uses such as fuel storage sites, orchards, timber treatment yards, landfills, sheep dips and any other activities where hazardous substances could cause land and water contamination.

### We have two main ways of identifying HAIL sites:

- We are actively identifying sites in each district using historic records and aerial photographs. This project started in 2008 and is ongoing.
- We also receive information from other sources, such as environmental site investigation reports submitted to us as a requirement of the Regional Plan, and in resource consent applications.

<sup>1</sup> The Hazardous Activities and Industries List (HAIL) can be downloaded from MfE's website [www.mfe.govt.nz](http://www.mfe.govt.nz), keyword search HAIL

## How does Environment Canterbury classify sites on the LLUR?

Where we have identified a HAIL land use, we review all the available information, which may include investigation reports if we have them. We then assign the site a category on the LLUR. The category is intended to best describe what we know about the land use and potential contamination at the site and is signed off by a senior staff member.

Please refer to the Site Categories and Definitions factsheet for further information.

## What does Environment Canterbury do with the information on the LLUR?

The LLUR is available online at [www.llur.ecan.govt.nz](http://www.llur.ecan.govt.nz). We mainly receive enquiries from potential property buyers and environmental consultants or engineers working on sites. An inquirer would typically receive a summary of any information we hold, including the category assigned to the site and a list of any investigation reports.

We may also use the information to prioritise sites for further investigation, remediation and management, to aid with planning, and to help assess resource consent applications. These are some of our other responsibilities under the RMA.

If you are conducting an environmental investigation or removing an underground storage tank at your property, you will need to comply with the rules in the Regional Plan and send us a copy of the report. This means we can keep our records accurate and up-to-date, and we can assign your property an appropriate category on the LLUR. To find out more, visit [www.ecan.govt.nz/HAIL](http://www.ecan.govt.nz/HAIL).



## My land is on the LLUR – what should I do now?

**IMPORTANT!** Just because your property has a land use that is deemed hazardous or is on the LLUR, it doesn't necessarily mean it's contaminated. The only way to know if land is contaminated is by carrying out a detailed site investigation, which involves collecting and testing soil samples.

You do not need to do anything if your land is on the LLUR and you have no plans to alter it in any way. It is important that you let a tenant or buyer know your land is on the Listed Land Use Register if you intend to rent or sell your property. If you are not sure what you need to tell the other party, you should seek legal advice.

You may choose to have your property further investigated for your own peace of mind, or because you want to do one of the activities covered by the National Environmental Standard for Assessing and Managing Contaminants in Soil. Your district or city council will provide further information.

If you wish to engage a suitably qualified experienced practitioner to undertake a detailed site investigation, there are criteria for choosing a practitioner on [www.ecan.govt.nz/HAIL](http://www.ecan.govt.nz/HAIL).



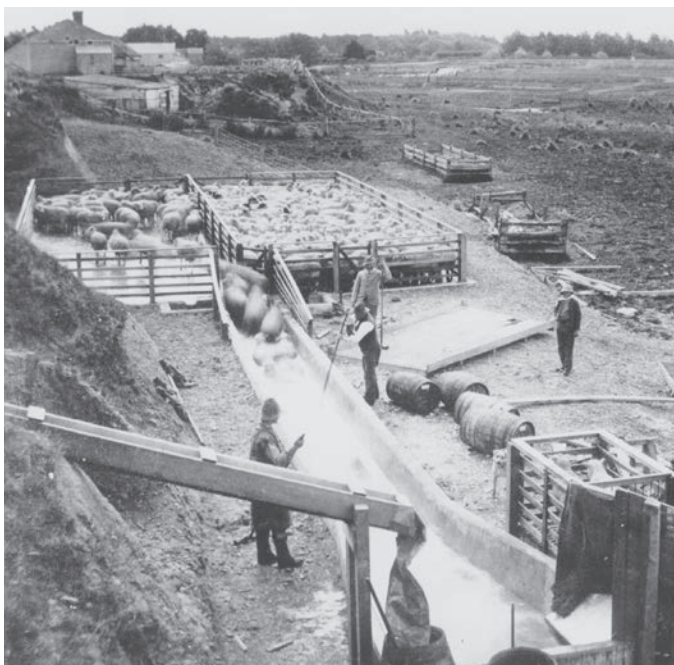
## I think my site category is incorrect – how can I change it?

If you have an environmental investigation undertaken at your site, you must send us the report and we will review the LLUR category based on the information you provide. Similarly, if you have information that clearly shows your site has not been associated with HAIL activities (eg. a preliminary site investigation), or if other HAIL activities have occurred which we have not listed, we need to know about it so that our records are accurate.

If we have incorrectly identified that a HAIL activity has occurred at a site, it will be not be removed from the LLUR but categorised as Verified Non-HAIL. This helps us to ensure that the same site is not re-identified in the future.

## IMPORTANT!

The LLUR is an online database which we are continually updating. A property may not currently be registered on the LLUR, but this does not necessarily mean that it hasn't had a HAIL use in the past.



Sheep dipping (ABOVE) and gas works (TOP) are among the former land uses that have been identified as potentially hazardous. (Photo above by Wheeler & Son in 1987, courtesy of Canterbury Museum.)

## Contact us

Property owners have the right to look at all the information Environment Canterbury holds about their properties.

It is free to check the information on the LLUR, online at [www.llur.ecan.govt.nz](http://www.llur.ecan.govt.nz).

If you don't have access to the internet, you can enquire about a specific site by phoning us on (03) 353 9007 or toll free on 0800 EC INFO (32 4636) during business hours.

### Contact Environment Canterbury:

Email: [ecinfo@ecan.govt.nz](mailto:ecinfo@ecan.govt.nz)

Phone:

Calling from Christchurch: (03) 353 9007

Calling from any other area: 0800 EC INFO (32 4636)

# Listed Land Use Register

## Site categories and definitions

When Environment Canterbury identifies a Hazardous Activities and Industries List (HAIL) land use, we review the available information and assign the site a category on the Listed Land Use Register. The category is intended to best describe what we know about the land use.

If a site is categorised as **Unverified** it means it has been reported or identified as one that appears on the HAIL, but the land use has not been confirmed with the property owner.

**If the land use has been confirmed but analytical information from the collection of samples is not available, and the presence or absence of contamination has therefore not been determined, the site is registered as:**

### **Not investigated:**

- A site whose past or present use has been reported and verified as one that appears on the HAIL.
- The site has not been investigated, which might typically include sampling and analysis of site soil, water and/or ambient air, and assessment of the associated analytical data.
- There is insufficient information to characterise any risks to human health or the environment from those activities undertaken on the site. Contamination may have occurred, but should not be assumed to have occurred.

**If analytical information from the collection of samples is available, the site can be registered in one of six ways:**

### **At or below background concentrations:**

The site has been investigated or remediated. The investigation or post remediation validation results confirm there are no hazardous substances above local background concentrations other than those that occur naturally in the area. The investigation or validation sampling has been sufficiently detailed to characterise the site.

### **Below guideline values for:**

The site has been investigated. Results show that there are hazardous substances present at the site but indicate that any adverse effects or risks to people and/or the environment are considered to be so low as to be acceptable. The site may have been remediated to reduce contamination to this level, and samples taken after remediation confirm this.

### **Managed for:**

The site has been investigated. Results show that there are hazardous substances present at the site in concentrations that have the potential to cause adverse effects or risks to people and/or the environment. However, those risks are considered managed because:

- the nature of the use of the site prevents human and/or ecological exposure to the risks; and/or
- the land has been altered in some way and/or restrictions have been placed on the way it is used which prevent human and/or ecological exposure to the risks.

### **Partially investigated:**

The site has been partially investigated. Results:

- demonstrate there are hazardous substances present at the site; however, there is insufficient information to quantify any adverse effects or risks to people or the environment; or
- do not adequately verify the presence or absence of contamination associated with all HAIL activities that are and/or have been undertaken on the site.

### **Significant adverse environmental effects:**

The site has been investigated. Results show that sediment, groundwater or surface water contains hazardous substances that:

- have significant adverse effects on the environment; or
- are reasonably likely to have significant adverse effects on the environment.

### **Contaminated:**

The site has been investigated. Results show that the land has a hazardous substance in or on it that:

- has significant adverse effects on human health and/or the environment; and/or
- is reasonably likely to have significant adverse effects on human health and/or the environment.

**If a site has been included incorrectly on the Listed Land Use Register as having a HAIL, it will not be removed but will be registered as:**

### **Verified non-HAIL:**

Information shows that this site has never been associated with any of the specific activities or industries on the HAIL.

Please contact Environment Canterbury for further information:

(03) 353 9007 or toll free  
on 0800 EC INFO (32 4636)  
email [ecinfo@ecan.govt.nz](mailto:ecinfo@ecan.govt.nz)





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[www.ecan.govt.nz](http://www.ecan.govt.nz)

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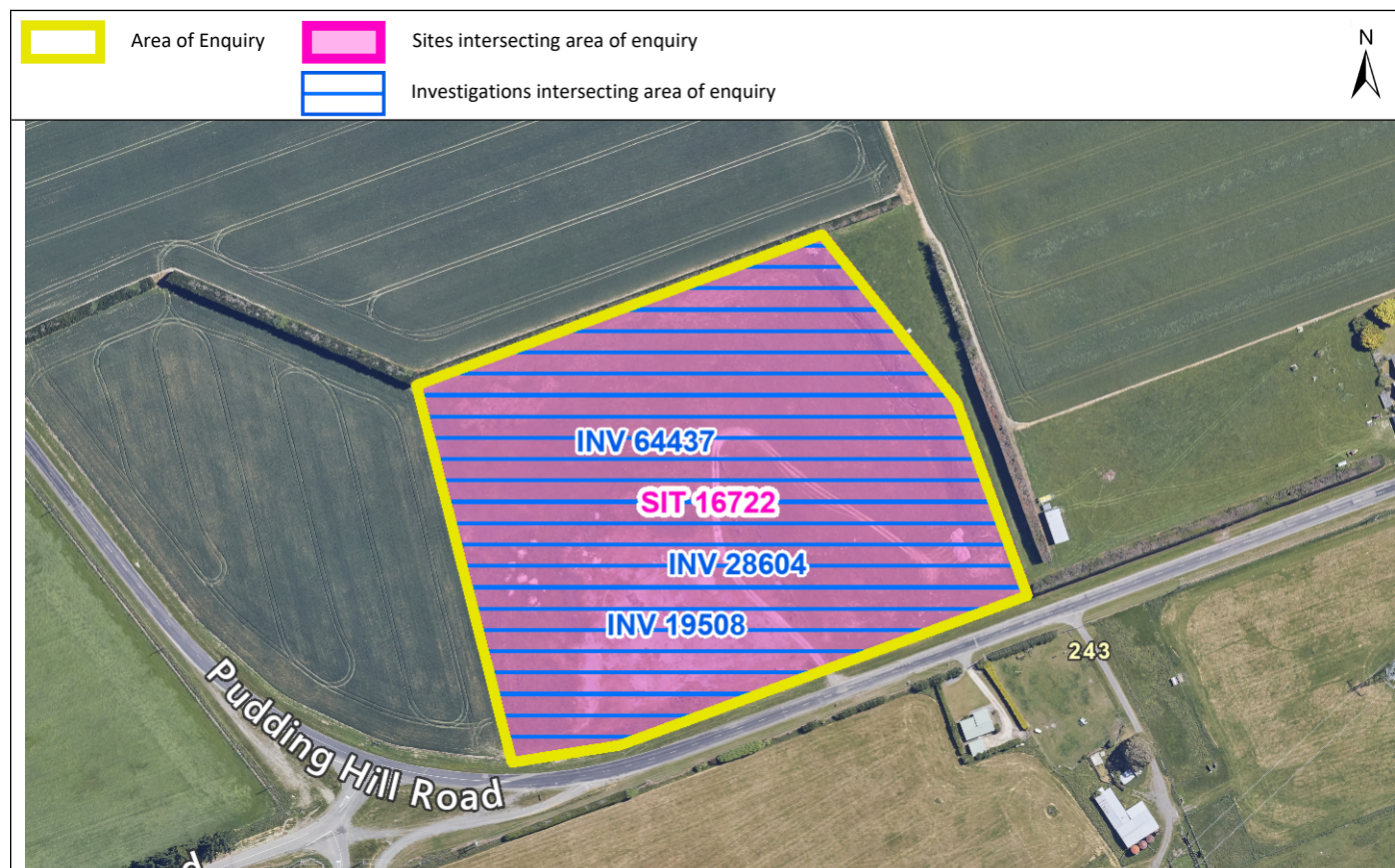
Yours sincerely

**Contaminated Sites Team**

# Property Statement from the Listed Land Use Register

Visit [ecan.govt.nz/HAIL](https://ecan.govt.nz/HAIL) for more information or  
contact Customer Services at [ecan.govt.nz/contact/](https://ecan.govt.nz/contact/) and quote ENQ426879

Date generated: 26 August 2025  
Land parcels: RS 41983



The information presented in this map is specific to the property you have selected. Information on nearby properties may not be shown on this map, even if the property is visible.

## Sites at a glance

 Sites within enquiry area

Site number	Name	Location	HAIL activity(s)	Category
16722	Curries Pit - Ashburton	Pudding Hill Road, Methven	G3 - Landfill sites;	Yet to be reviewed

## More detail about the sites

### Site 16722: Curries Pit - Ashburton (Intersects enquiry area.)

Category: Yet to be reviewed  
Definition: Investigation reports have been received for this site, but we have not yet reviewed them.

Location: Pudding Hill Road, Methven  
Legal description(s): RS 41983

HAIL activity(s):	Period from	Period to	HAIL activity
-------------------	-------------	-----------	---------------

?	Present	Landfill sites
---	---------	----------------

## Notes:

7 May 2013

07.05.2013: Information received from Ashhburton District Council's consultant (Tonkin & Taylor) indicates the land has been used for many years as a clean fill but has been subjected to the illegal dumping of materials which do not comply with clean fill standards over time. It is understood that in 12.2013 a whole house was deposited on the landfill and subsequently burned. Recent photographs of the landfill show that the area where the house was deposited and burned has been flattened by a grader.



## Investigations:

- INV 19508**      **Preliminary Ground Contamination Investigation, Curries Pit, Pudding Hill Road, Methven**  
Tonkin and Taylor Ltd - Detailed Site Investigation  
1 Jun 2013
- INV 28604**      **Landfill Investigation Report - Curries Pit, Pudding Hill Road, Ashburton**  
Tonkin and Taylor Ltd - Detailed Site Investigation  
1 Oct 2013
- INV 64437**      **Landfill Investigation Report ADDENDUM - Curries Pit, Pudding Hill Road, Methven**  
Tonkin and Taylor Ltd - Detailed Site Investigation  
12 May 2014

## Summary of investigation(s):

Report(s) have not yet been audited.

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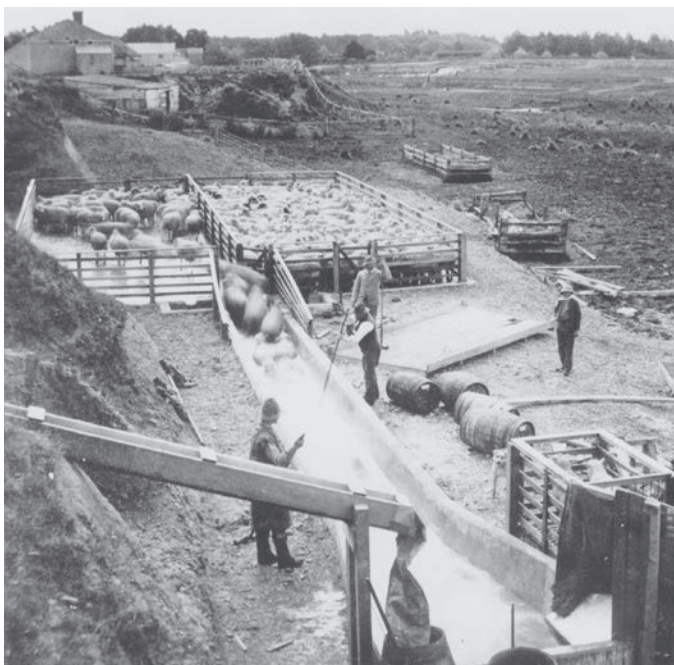
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If we have incorrectly identified that a HAIL activity has occurred at a site, it will be not be removed from the LLUR but categorised as Verified Non-HAIL. This helps us to ensure that the same site is not re-identified in the future.

## IMPORTANT!

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Sheep dipping (ABOVE) and gas works (TOP) are among the former land uses that have been identified as potentially hazardous. (Photo above by Wheeler & Son in 1987, courtesy of Canterbury Museum.)

## Contact us

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If you don't have access to the internet, you can enquire about a specific site by phoning us on (03) 353 9007 or toll free on 0800 EC INFO (32 4636) during business hours.

### Contact Environment Canterbury:

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Phone:

Calling from Christchurch: (03) 353 9007

Calling from any other area: 0800 EC INFO (32 4636)



# Listed Land Use Register

## Site categories and definitions

When Environment Canterbury identifies a Hazardous Activities and Industries List (HAIL) land use, we review the available information and assign the site a category on the Listed Land Use Register. The category is intended to best describe what we know about the land use.

If a site is categorised as **Unverified** it means it has been reported or identified as one that appears on the HAIL, but the land use has not been confirmed with the property owner.

**If the land use has been confirmed but analytical information from the collection of samples is not available, and the presence or absence of contamination has therefore not been determined, the site is registered as:**

### **Not investigated:**

- A site whose past or present use has been reported and verified as one that appears on the HAIL.
- The site has not been investigated, which might typically include sampling and analysis of site soil, water and/or ambient air, and assessment of the associated analytical data.
- There is insufficient information to characterise any risks to human health or the environment from those activities undertaken on the site. Contamination may have occurred, but should not be assumed to have occurred.

**If analytical information from the collection of samples is available, the site can be registered in one of six ways:**

### **At or below background concentrations:**

The site has been investigated or remediated. The investigation or post remediation validation results confirm there are no hazardous substances above local background concentrations other than those that occur naturally in the area. The investigation or validation sampling has been sufficiently detailed to characterise the site.

### **Below guideline values for:**

The site has been investigated. Results show that there are hazardous substances present at the site but indicate that any adverse effects or risks to people and/or the environment are considered to be so low as to be acceptable. The site may have been remediated to reduce contamination to this level, and samples taken after remediation confirm this.

### **Managed for:**

The site has been investigated. Results show that there are hazardous substances present at the site in concentrations that have the potential to cause adverse effects or risks to people and/or the environment. However, those risks are considered managed because:

- the nature of the use of the site prevents human and/or ecological exposure to the risks; and/or
- the land has been altered in some way and/or restrictions have been placed on the way it is used which prevent human and/or ecological exposure to the risks.

### **Partially investigated:**

The site has been partially investigated. Results:

- demonstrate there are hazardous substances present at the site; however, there is insufficient information to quantify any adverse effects or risks to people or the environment; or
- do not adequately verify the presence or absence of contamination associated with all HAIL activities that are and/or have been undertaken on the site.

### **Significant adverse environmental effects:**

The site has been investigated. Results show that sediment, groundwater or surface water contains hazardous substances that:

- have significant adverse effects on the environment; or
- are reasonably likely to have significant adverse effects on the environment.

### **Contaminated:**

The site has been investigated. Results show that the land has a hazardous substance in or on it that:

- has significant adverse effects on human health and/or the environment; and/or
- is reasonably likely to have significant adverse effects on human health and/or the environment.

**If a site has been included incorrectly on the Listed Land Use Register as having a HAIL, it will not be removed but will be registered as:**

### **Verified non-HAIL:**

Information shows that this site has never been associated with any of the specific activities or industries on the HAIL.

Please contact Environment Canterbury for further information:

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on 0800 EC INFO (32 4636)  
email [ecinfo@ecan.govt.nz](mailto:ecinfo@ecan.govt.nz)

## Appendix C      Geotechnical Technical Assessment

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T+T has undertaken a desk-based review of site history information to allow a comparative assessment of geotechnical considerations at the Pudding Hill Road and Line Road sites. T+T has reviewed the following:

- Historic aerial images on:
  - Google maps <https://www.google.com/maps/>
  - Retrolens <https://retrolens.co.nz/>
- T+T database including internal GIS mapping system
- New Zealand Geotechnical Database (NZGD) <https://www.nzgd.org.nz>
- Canterbury Map Viewer, ADC property information portal for natural hazards information <https://mapviewer.canterburymaps.govt.nz>
- T+T's earlier assessment reports related to the Pudding Hill Road Site<sup>4</sup>.
- T+T's earlier assessment reports related to the Line Road Site<sup>5</sup>.

Site location specific information is provided in Section 2 and proposed development requirement provided in Section 3 above.

### C1      Pudding Hill Road Site

The site is situated on generally flat ground at 346 mRL with surface undulation associated with current and historic land use this includes a windrowed of stockpiled material near the eastern boundary. The site has previously been used as an initial gravel extraction quarry and then landfill to infill the void created. T+T completed a Landfill Investigation Report<sup>2</sup> in 2013 and we recommend this report be reviewed for detailed information regarding the sites historic modifications and landfill composition, with further recent site use documented in the ground contamination section 5 above. The 2013 investigation included determining an interpreted landfill extent of approximate 1.6 ha through the completion of 11 test pits and 3 machine boreholes. The waste material generally contained material consistent with farm waste, demolition waste and household/garden refuse in a matrix of soil. At the time of the investigation no landfill final capping was observed. However, we understand the wide site area was originally quarried for gravel extraction and has been infilled with controlled fill (i.e. material that has been placed in an uncontrolled manner without documentation outlining composition and placement/compaction methodology).

The underlying geology, beneath the landfill and in area of undisturbed ground, is generally expected to comprise of unweathered; variable mixtures of gravel/sand/silt/clay forming extensive terraces or plains. This is consistent with shallow investigation data available 540m west and 2.3km east of the site.

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<sup>4</sup> T+T Report, Landfill Investigation Report, Curries Pit, Pudding Hill Road, T+T reference 53279, dated October 2013.

<sup>5</sup> T+T Report, Ground Contamination Assessment, Methven Chertsey & Line Road, T+T reference 53456, dated September 2014.

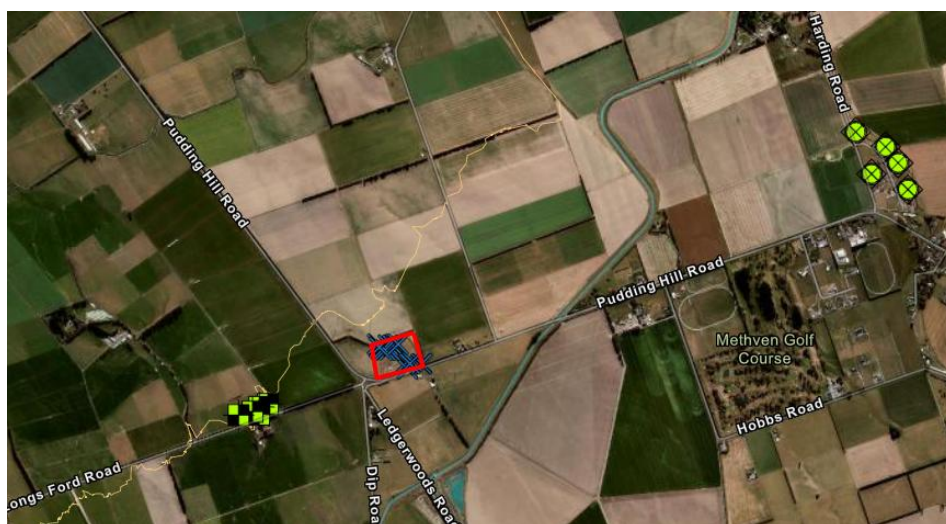


Figure 6.1 Image showing previously completed geotechnical investigation.

More recent aerial imagery from 2023 shows continued stockpiling of material (contents unknown) at the site with the material sparsely distributed into small stockpiles generally located on the south western portion of the site. The larger windrowed stockpile is still visible near the eastern boundary.

**Table C1.1: Geotechnical summary table – Pudding Hill Road site**

Geotechnical Hazards	Likely investigations requirements	Likely Geotechnical Considerations
<p>Settlement associated with breakdown, degradation and loading of landfill waste.</p> <p>No active faults reported within 7 km of the site. The active Mount Hutt Fault (#81378) is located 7km north west of the site.</p> <p>Site not outlined on ADC flooding hazard mapping.</p>	<p>Site specific geotechnical investigations will be required to support design and any associated building consent. This would require specialised focus to determine the extent and composition of the landfill material. Likely comprise of numerous shallow investigations such a test pits to confirm landfill extent and contact with underlying natural ground including material strength testing.</p>	<p>Careful consideration of site layout to avoid positioning of settlement sensitive structures on the landfill extent if practical.</p> <p>Specialised pavement and foundation design required if founded on the landfill/uncontrolled fill, including consideration of landfill capping requirements and settlement potential.</p> <p>Some localised engineered fill may be required to infill localised depressions.</p> <p>Shallow foundations are considered appropriate for non-landfill areas following removal of vegetation and any soft near surface soils.</p>

## C2 Line Rd Site

The site is situated on generally flat ground at 312 mRL, with the northern portion of site utilised for current ADC waste transfer activities. Review of historic aerials indicates the site has been developed from previous farmland, then established as a timber treatment yard in the 1970 before its current use, refer Section 5 for further detail.

The site is generally expected to be underlain by natural subsoil profile beneath the unpaved aggregate hardstand surface. The site is expected to be underlain by *unweathered; variable mixtures of gravel/sand/silt/clay forming low-level terraces or abandoned river plains of the Springston Formation.*

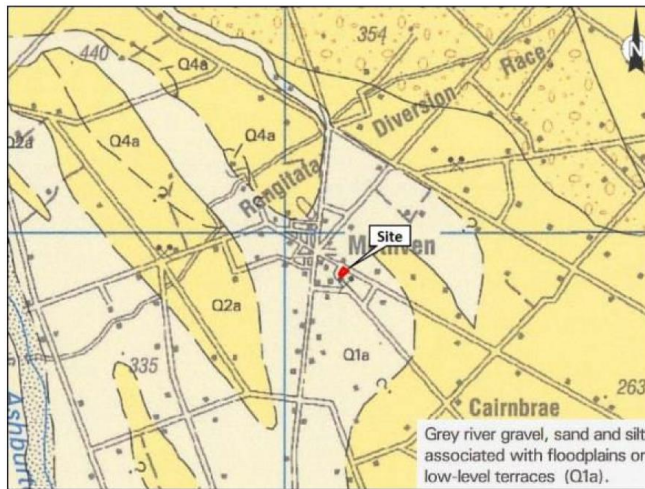


Figure 6.2 Site geology map with the property boundary shown.

The geological information is consistent with surrounding geotechnical investigation data, shallow hand investigations 700m west of the site and three ECan well boreholes up to 15.2m depth approximately 730 m from the northwestern site boundary (on the site of the current Mobile service station). The data show the region is underlain by surficial silts and soils before entering sandy gravels.



**Table 10.2: Geotechnical summary table – Line Road site**

Geotechnical Hazards	Likely investigations requirements	Likely Geotechnical Considerations
<p>No active faults reported within 11 km of the site. The active Mount Hutt Fault (#81378) is located 11km north west of the site.</p> <p>Site not outlined on ADC flooding hazard mapping.</p>	<p>Site specific geotechnical investigations will be required to support design and any associated building consent. Likely comprise of shallow investigations such as test pits with material strength testing (Scala penetrometers).</p>	<p>Natural, undisturbed ground is likely to be encountered at near surface levels (within the top 1 mbgl) and is expected to be suitable for shallow foundations relating to the proposed weighbridge and any associated buildings/infrastructure for the proposed RTS development. There may be a requirement for removal of isolated areas of unsuitable founding material potentially associated with early site development or natural features (vegetation, tree stumps) however we note that none are visible in the aerial images or geotechnical information reviewed.</p> <p>Simpler site investigations, foundations and greater flexibility for site layout in comparison to the Pudding Hill Road site.</p>

# Appendix D      Services and Transport Technical Assessment

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## D1      Summary

Table .1 below summarises the available service connections for both of the sites. To confirm service availability, we recommend estimating the required three-waters demand and engaging further with Council and relevant service providers.

**Table 3.1: Service summary for both sites**

	Site 1 (Line Rd)	Site 2 (Pudding Hill Road)
Water Supply	Connection available, likely suitable capacity.	Connection may not be accepted. Further discussions with council required (see appendix A).
Wastewater	Connection available. Capacity dependant on upgrades currently being undertaken.	No connection available. On-site system required.
Stormwater	No infrastructure in the area. On-site soakage required (typical arrangement in Methven).	No infrastructure in the area. On-site soakage required (typical arrangement in Methven).
Power	11kV underground lines on Line Road and Methven Chertsey Road.	Information not provided. Overhead lines visible on Pudding Hill Road.
Communications	Existing infrastructure on Line Road and Methven Chertsey.	Existing infrastructure on Pudding Hill Road.

## D2      Existing infrastructure

### D2.1      Line Road

ADC Ashburton LocalMaps<sup>6</sup> and a beforeUdig<sup>7</sup> assessment were used to investigate the existing civil infrastructure in the area. The following information was retrieved:

- **Stormwater:** There is no existing mapped stormwater system or nearby network available for connection on Line Road or Methven Chertsey Road. Overland flowpaths on the site appear to drain towards the road reserve and to roadside swales with no clear outlet. If the development were to occur, it is likely that an on-site stormwater system would be required such as a soakage system. Nearby properties do not appear to have connections to a public network; it seems likely that private soakage is common and thus likely to be a suitable option.
- **Wastewater:** The site is connected to the wastewater mains with a 150 mm diameter gravity connection. The connection to the wastewater main is at the south-eastern corner of the site. Communications with ADC (included in Appendix A) confirmed the wastewater mains are likely to have capacity, once pending upgrades have been completed.
- **Water supply:** Reticulated water is supplied from the town's 100 mm water supply mains to the site through a 20 mm pipe. The connection is in the north-western corner of the site. Communications with ADC confirmed that demand is unlikely to be an issue, with 430-450 kPa

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<sup>6</sup> Ashburton LocalMaps, Ashburton District Council: <https://maps.adc.govt.nz/Gallery/>

<sup>7</sup> beforeUdig enquiry, Job No 2638126. 20 August 2025

measured at the Line Road/Dolma Street monitoring pillar (approximately 500 m south of the site).

- **Fire water supply:** There are two fire hydrants within 135<sup>8</sup> metres of the site – one that is 85 metres south of the site accessway on Line Road, and a second 20 metres west of the intersection on Methven Chertsey Road.
- **Power and communications:** BeforeUdig documents show that there are 11kV power cables along Line Road and Methven Chertsey Road and a Chorus communications cable along Methven Chertsey Road. We have not contacted the network providers to confirm suitability for connection.



Figure 10.1 Snip from ADC Ashburton LocalMaps showing services

<sup>8</sup> As per SNZ PAS 4509:2008



### D3      Pudding Hill Road

As above, ADC LocalMaps<sup>6</sup> and a beforeUdig<sup>9</sup> assessment were used to investigate the existing civil infrastructure. The following information was retrieved:

- **Stormwater:** There is no existing stormwater system or nearby network. If the development were to occur at this location it is likely that a new stormwater system would need be required such as an on-site soakage system.
- **Wastewater:** There is no existing wastewater system or nearby network. If the development were to occur at this location it is likely that an on-site septic tank and disposal field will be required.
- **Water supply:** GIS maps show two existing 250mm trunk mains and a 50mm main along Pudding Road adjacent to the site. ADC have advised that there is no current connection for the site and that new connections are currently only permitted for residential households; however, ADC did not dismiss the potential for connection outright. This infrastructure is subject to restrictor/tank requirements and council have concerns about a new non-residential or high demand connection. Full correspondence with ADC is provided in Appendix A.  
Alternative options for water supply could include rainwater collection, water tank delivery or an on-site bore (noting that would require investigation into suitable site conditions).
- **Fire water supply:** There are no fire hydrants within 135 metres of the site.
- **Power and communications:** BeforeUdig documents show that there is a Chorus communications cable along Pudding Hill Road but does not identify any buried power cables in this area. There are overhead power lines running along Pudding Hill Road. We have not contacted the network providers to confirm suitability for connection.

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<sup>9</sup> beforeUdig enquiry, Job No 2638128. 20 August 2025



Figure 10.2 Snip from ADC Ashburton LocalMaps showing services

## D4 Transport

### D4.1 Rakaia RTS traffic history

Vehicle generation data from the Rakaia RTS site<sup>10</sup> was used to carry out an assessment of the expected traffic likely to be experienced by the proposed Methven RTS. From 1 July 2024 to 30 June 2025, uses of the RTS were recorded and tabulated. The Rakaia RTS was open for 202 days over the year long period. The maximum number of uses in one day was 48, the minimum was 1, and the average was 12.7. We anticipate that both sites are of a sufficient size to accommodate these vehicle volumes to enter, manoeuvre and exit in a forward direction.

<sup>10</sup> Email attachment titled *Rakaia Resource Recovery Park Customer numbers and weights 2425 year*. Email from J. Bloomfield (ADC) to T. Ensor (T+T); RE: *Closed landfill Discussions* timestamped Friday 18 July 2025, 5:02 p.m.

## **D4.2 Line Road**

### **D4.2.1 Existing transport conditions**

Data was extracted from the online service Mobile Road<sup>11</sup> which links to the Road Assessment and Maintenance Management (RAMM) database for Road Controlling Authorities. This provides an estimated average daily traffic (ADT) of 725 vehicles/day with 23% estimated to be Heavy Commercial Vehicles (HCV) on Line Road adjacent to the site. Using the One Network Road Classification (ONRC), it is classified as a primary collector and has a speed limit of 50 km/h. Line Road is classed as a Collector Road as per the Ashburton District Plan<sup>12</sup>. Methven Chertsey Road has an ADT of 655 with 22% estimated to be HCV. It is classified as a secondary collector and has a speed limit of 50 km/h. Methven Chertsey Road is classed as a Collector Road as per the Ashburton District Plan. The site is currently accessed via an entrance on Methven Chertsey Road, approximately 50 m from the Line Road intersection. The exit of the site is at 2 Line Road (the address of the site) and currently includes “No Entry” signage visible from Line Road.

### **D4.2.2 Crash history and road safety assessment**

Crash Records were obtained from the Waka Kotahi Crash Analysis System (CAS) database for the full 5-year period between 2020-2025. Due to a delay between when crashes occur and upload of their data, 2025 data is likely to be incomplete at the time of preparing this report. As such, the inclusion of 2025 data is indicative only.

At the existing site, one minor crash was recorded. This occurred in 2023 at the intersection of Line Rd/Methven Chertsey Rd, and involved a vehicle overtaking another vehicle turning into Line Rd. No reported crashes involved entry or exit to the site. Overall, the number and severity of crashes is low.

### **D4.2.3 Site entrance**

As per Section 10.9.8 of the Ashburton District Plan, on a road with a speed limit of 50 km/h a minimum sight distance of 110m will be required for the site entrance. Additionally, as per Section 10.9.3 of the District Plan any vehicle crossing will need to be a minimum distance of 20m from any intersection. From a review of Google Maps, there are no obvious obstructions at the existing accessways to the site on Methven Chertsey Road and Line Road. Thus, no significant sight distance concerns are anticipated near the current entrance and exit. To confirm sight distance requirements, an analysis should be carried out in accordance with Appendix 10-6 of the Ashburton District Plan. The current “entrance only” from Methven Chertsey Road and “exit only” onto Line Road arrangement may provide a beneficial access solution for the proposed development.

## **D4.3 Pudding Hill Road**

### **D4.3.1 Existing transport conditions**

Pudding Hill Road was also analysed using Mobile Road. This provides an ADT of 650 with 15% HCV. It is ONRC classified as a secondary collector and has a speed limit of 100 km/h. Pudding Hill Road is classed as a Collector Road as per the District Plan. The site is currently accessed via a swing gate and gravel driveway on Pudding Hill Road.

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<sup>11</sup> Mobile Road: [mobileroad.org/](http://mobileroad.org/)

<sup>12</sup> Ashburton District Council – Ashburton District Plan – Section 10: Transport – Appendix 10-1: Roading Hierarchy



#### **D4.3.2 Crash history and road safety assessment**

Pudding Hill Road was also analysed using the Waka Kotahi CAS database for the years 2020-2025. No crashes were reported outside the proposed location on Pudding Hill Road or the nearby intersection. The crash history does not indicate any inherent safety issues present on the existing road network in the vicinity of the site.

#### **D4.3.3 Site entrance**

Given the 100 km/h speed environment, this site will require a minimum sight distance of 280m to meet the requirements outlined in Section 10.9.8 of the District Plan. A sharp bend located approximately 110 m west of the existing entrance has the potential to create sight distance limitations. This would require further investigation and a sight distance assessment in accordance with Appendix 10-6 of the Ashburton District Plan. Potential measures to address the sight distance constraints include relocating the entrance further east of the current location or road widening to support safe entry movements. Relocating the entrance further east would not entirely satisfy the sight distance requirement of 280 m. However, this relocation, in conjunction with road widening could likely create a safe entrance to the site that could be supported from a technical transport perspective. If ADC wish to proceed with this site, then we recommend a transport assessment is undertaken and that any further design considers the sight distance limitations.

#### **D4.4 Summary**

Further investigations are required to confirm the suitability of both sites. The Line Road site is likely to be suitable in terms of transport requirements. However, the Pudding Hill Road site would require the entrance to be relocated, road widened, and a further transport assessment to be carried out, because of sight distance constraints.

A desktop sight distance assessment has been completed as part of this review, but this would need to be confirmed on site once the site entrance locations are confirmed. This would also confirm the other portions of this assessment. Sight distance assessments are to be carried out in accordance with Section 10: Transport, Appendix 10-6 of the Ashburton District Plan. Entrance design and any associated road widening must comply with Appendix 10-7 or 10-8 of the same section.

## William Edwards

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**From:** Anand Bandaru <Anand.Bandaru@adc.govt.nz>  
**Sent:** Monday, 8 September 2025 4:35 pm  
**To:** William Edwards  
**Subject:** FW: Methven RTS - 3-waters capacity

Hi William,

Please see the below email.

Sorry about the delay. Let me know if you have any other queries.

Regards  
Anand

---

**From:** Chris Stanley <Chris.Stanley@adc.govt.nz>  
**Sent:** Monday, 8 September 2025 16:11  
**To:** Zani van der Westhuizen <Zani.vanderWesthuizen@adc.govt.nz>  
**Cc:** Anand Bandaru <Anand.Bandaru@adc.govt.nz>  
**Subject:** RE: Methven RTS - 3-waters capacity

Hi Zani,

Line Road should have no issues, once the wastewater upgrade is done. And the 100mm water main should be fine, with good pressure 430-450kPa measured at the Line Road/Dolma St monitoring pillar.

Pudding Hill Road is more problematic.

Just to be clear, the 50mm line running to the boundary isn't a service line, it's connecting an offset air valve off one of the Methven trunk mains. I don't know what effect it would have to try and connect a service connection off it. It's also well outside the Methven servicing location.

The other 50mm, which I presume you mean, is part of the Springfield network. We can supply water from the main, but obviously they'd have to work around the restrictor/tank requirements. But I believe we're only allowing new household connections, so this might need some thought to see if it could be acceptable. I'd be worried about high water demand and also about the precedent of allowing non-residential connections to a nominally closed scheme.

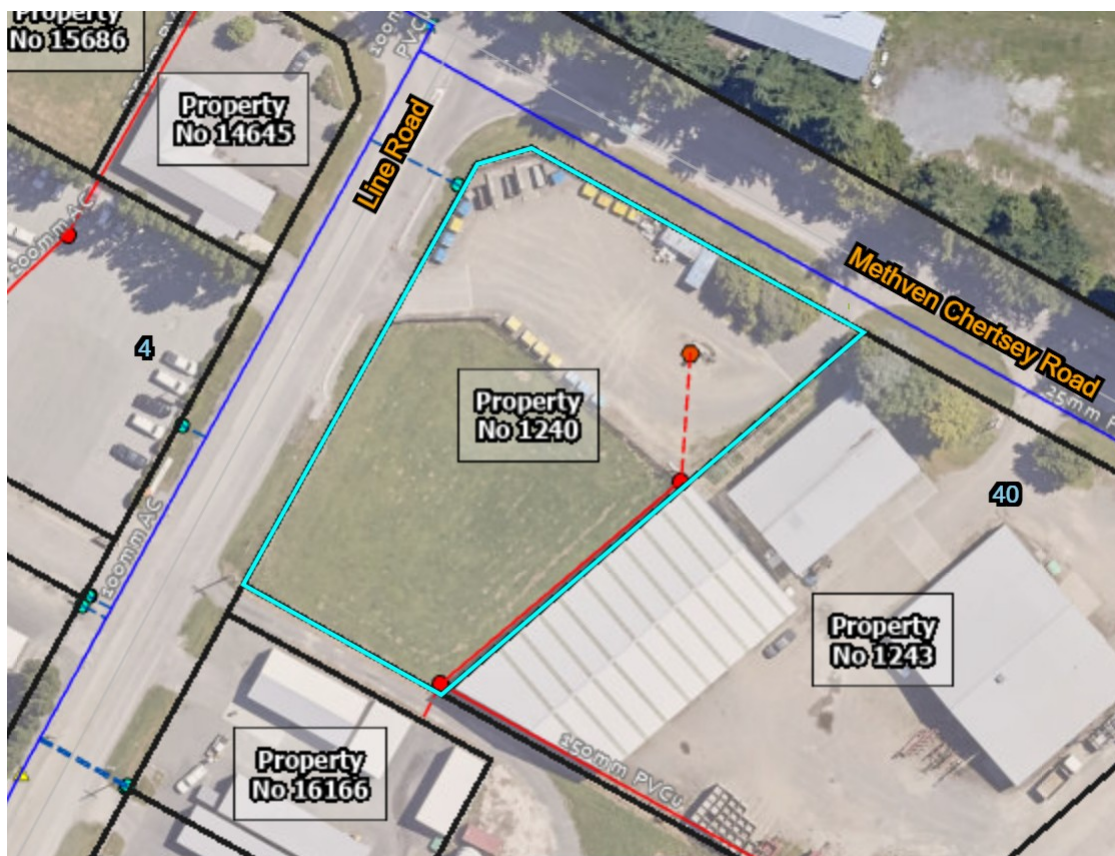
Chris

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**From:** Zani van der Westhuizen <[Zani.vanderWesthuizen@adc.govt.nz](mailto:Zani.vanderWesthuizen@adc.govt.nz)>  
**Sent:** Friday, 5 September 2025 10:38  
**To:** Chris Stanley <[Chris.Stanley@adc.govt.nz](mailto:Chris.Stanley@adc.govt.nz)>  
**Cc:** Anand Bandaru <[Anand.Bandaru@adc.govt.nz](mailto:Anand.Bandaru@adc.govt.nz)>  
**Subject:** FW: Methven RTS - 3-waters capacity

Good morning Chris,

Any capacity constraints on the water & waste water at 2 Line Road for an upgrade to the Refuse Transfer Station? They'll believe it will have some higher demand activities such as washdowns. I know Line Rd sewer has had some issues, is the current upgrade work relieving this? I believe the water should be fine coming off the 100mm.



There second option is on Pudding Hill Rd –



Water to come off the 50mm? No issues I assume?

Thanks  
Zani

---

**From:** Anand Bandaru <[Anand.Bandaru@adc.govt.nz](mailto:Anand.Bandaru@adc.govt.nz)>  
**Sent:** Monday, 1 September 2025 13:42



**To:** Zani van der Westhuizen <[Zani.vanderWesthuizen@adc.govt.nz](mailto:Zani.vanderWesthuizen@adc.govt.nz)>

**Subject:** FW: Methven RTS - 3-waters capacity

FYI , please advise. Thanks

---

**From:** William Edwards <[WEdwards@tonkintaylor.co.nz](mailto:WEdwards@tonkintaylor.co.nz)>

**Sent:** Friday, 29 August 2025 12:11

**To:** Anand Bandaru <[Anand.Bandaru@adc.govt.nz](mailto:Anand.Bandaru@adc.govt.nz)>

**Subject:** RE: Methven RTS - 3-waters capacity

Morning Anand,

I've got some more info about water demands.

The Methven site will need collection of wastewater and leachate, as well as a washdown area for a loader operating on site. Currently we are not at a stage to provide demand calculations, but based on these rough estimates (i.e.: there will be higher demand activities), will the existing network be capable of receiving such flow.

Essentially, are there any capacity constraints in the network that may mean building this Refuse Transfer Station at either site would not be possible.

Thanks,

William

---

**From:** Anand Bandaru <[Anand.Bandaru@adc.govt.nz](mailto:Anand.Bandaru@adc.govt.nz)>

**Sent:** Tuesday, 26 August 2025 1:32 pm

**To:** William Edwards <[WEdwards@tonkintaylor.co.nz](mailto:WEdwards@tonkintaylor.co.nz)>

**Subject:** RE: Methven RTS - 3-waters capacity

Hi William,

The feasibility will depend on the anticipated demand.

Please confirm whether the proposal is limited to office space, or if it includes higher-demand activities such as washdowns or similar operations.

Thanks

Anand

---

**From:** William Edwards <[WEdwards@tonkintaylor.co.nz](mailto:WEdwards@tonkintaylor.co.nz)>

**Sent:** Thursday, 21 August 2025 16:46

**To:** Anand Bandaru <[Anand.Bandaru@adc.govt.nz](mailto:Anand.Bandaru@adc.govt.nz)>

**Subject:** RE: Methven RTS - 3-waters capacity

Hi Anand,

Thanks for coming back to us.

What we are trying to understand is whether there are any known constraints within the network that could make accommodating additional connections or demand difficult.

The two options being considered are:

- Upgrading the existing Methven Recycling Dropoff, which would increase demand on both the water and wastewater services.
- Establishing a new facility at Pudding Hill Road, which would likely require an on-site septic system and therefore only increase demand on the potable water supply.

Are you able to advise if you are aware of any network constraints in the area that might pose challenges for either of these options?

Regards,  
William

---

**From:** Anand Bandaru <[Anand.Bandaru@adc.govt.nz](mailto:Anand.Bandaru@adc.govt.nz)>  
**Sent:** Thursday, 21 August 2025 4:16 pm  
**To:** William Edwards <[WEdwards@tonkintaylor.co.nz](mailto:WEdwards@tonkintaylor.co.nz)>  
**Subject:** RE: Methven RTS - 3-waters capacity

Hi William,

Thank you for your enquiry.

Based on our records:

- Existing Methven Recycling Dropoff is currently connected to both the Methven water supply and the wastewater (sewer) network.
- Pudding Hill Road has access to the Methven water supply, however, there is no connection to the wastewater network at this location.

Please let me know if you require any further details.

Kind regards,  
Anand

---

**From:** Debbie Woods <[Debbie.Woods@adc.govt.nz](mailto:Debbie.Woods@adc.govt.nz)> **On Behalf Of** ADC Customer Services  
**Sent:** Wednesday, 20 August 2025 15:33  
**To:** Assets Team <[Assets-Dist@adc.govt.nz](mailto:Assets-Dist@adc.govt.nz)>  
**Subject:** FW: Methven RTS - 3-waters capacity

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**From:** William Edwards <[WEdwards@tonkintaylor.co.nz](mailto:WEdwards@tonkintaylor.co.nz)>  
**Sent:** Wednesday, 20 August 2025 14:33  
**To:** ADC Customer Services <[info@adc.govt.nz](mailto:info@adc.govt.nz)>  
**Subject:** Methven RTS - 3-waters capacity

Good afternoon,

I'm writing to enquire about the capacity of the 3 waters networks about two sites in Methven. We (T+T) have been tasked by ADC to carry out a civil assessment comparing two sites in Methven for a proposed Refuse Transfer Station (RTS). The two sites are [2 Line Road](#) (the existing Methven Recycling Dropoff) and [Pudding Hill Road](#). We are looking to understand the 3 waters capacity of the

network (if any) surrounding these two sites, and whether there are particular constraints in the network.

Please let me know if you need any further information or have any questions. Feel free to give me a call (number below) if that is easier.

Ngā mihi | Kind regards,

**William Edwards | Civil Engineer**

BE (Hons)

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**Anand Bandaru | Water Services Technician**

**DDI 033077781 | M 0278073601**



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**Anand Bandaru | Water Services Technician**

**DDI 033077781 | M 0278073601**



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**Anand Bandaru | Water Services Technician**

**DDI 033077781 | M 0278073601**





## Appendix E Planning Assessment

### E1 Regulatory framework and resource consent requirements

#### E1.1 Introduction

The sections below set out a preliminary analysis of the statutory planning provisions that could be considered relevant to the consenting of the Methven RTS, for the Pudding Hill Road Site and the Line Road Site.

Further detailed statutory analysis of the proposed activities will be required as part of the resource consent and Assessment of Effects on the Environment (AEE) preparation process, as more detailed information becomes available after a site has been selected.

#### E1.2 Relevant RMA statutory documents

The following statutory planning documents are relevant to the proposed works:

- Canterbury Land and Water Regional Plan;
- Ashburton District Plan;
- Resource Management (National Environmental Standards for Assessing and Managing Contaminants in Soil to Project Human Health) Regulations 2011 (**NES Soils**);

#### E1.3 Key potential resource consent requirements

**Table B.4: Key potential District resource consent requirements for the two sites**

Activity	Site	Rule	Activity Status	Comment
<b>Ashburton District Council Plan</b>				
The development of the Methven RTS	Pudding Hill	Pudding Hill is within the Rural B Zone The development of an RTS activity is not listed as a Permitted or Controlled Activity. The proposed RTS activity would not comply with all Zone Standards but is not listed as a Prohibited Activity therefore a non-complying activity under Rule 3.8.6.	Non-complying	The proposed RTS would have to include the concreting/development of a hardstand on the site to enable the operation of the RTS. This means that the proposed Methven RTS will not meet Site Standard 3.9.2 Site coverage  1. Maximum percentage/area of the net area of any site covered by buildings and impervious surfaces shall be:  ...  Rural B and C 5% of net site area

Activity	Site	Rule	Activity Status	Comment
<b>Ashburton District Council Plan</b>				
	Line Road	<p>Line Road is within the Business D zone</p> <p>Rule 5.8.6 is the relevant rule as the RTS activity is not listed as a Permitted, Controlled, Restricted Discretionary, Discretionary or Prohibited Activities</p>	Non-complying	<p>It is likely that the development of an RTS at the Line Road site could rely upon the existing designation, therefore District consent would not be required.</p> <p>If ADC did not believe the development could rely on Designation 98 then Rule 5.8.6 would apply. The RTS is not listed as a Permitted, Controlled, Restricted Discretionary, Discretionary or Prohibited Activity under the Ashburton District Plan. Therefore, requires consent as a Non-complying Activity.</p>
Nosie levels	Pudding Hill	<p>In the Rural B zone must meet the noise standards set out in 11.8.1</p> <p>In the Rural B zone these are</p> <p>Daytime (0700-2200 inclusive):  <math>L_{Aeq(1hr)} - 65 \text{ dB}</math>  <math>L_{AF,max} - 85 \text{ dB}</math></p> <p>Night-time (All other times):  <math>L_{Aeq(1hr)} - 45 \text{ dB}</math>  <math>L_{AF,max} - 70 \text{ dB}</math></p>		<p>If the noise standards can not be met by the future operation of the RTS, then the relevant specified assessment matters are set out in section 11.9. These have been listed in Section E3 below.</p> <p>An assessment against Section 11.9 for the Pudding Hill site are set out below:  Planting could be put around the site to reduce the perception of noise</p> <p>The rural zone is characterised as having heavy machinery operation during the day, however the nature of the rural zone would be that this noise would not be as consistent and frequent as that associated with the RTS (which would likely be daily).</p> <p>The Pudding hill site is currently surrounded by residential sites as well as large rural properties it could be assumed therefore that</p>

Activity	Site	Rule	Activity Status	Comment
<b>Ashburton District Council Plan</b>				
				<p>the surrounding environment will have a general low level of noise generation. With occasional noise for ploughing for example. Therefore, current noise levels will likely be low.</p> <p>The RTS would not be operational at night therefore this reduces the noise disturbance.</p> <p>There are residential units in relatively close proximity to the Pudding Hill site. 243 Pudding Hill Road is less than 40 m from the site boundary. 212 Pudding Hill Road homestead is approximately 170 m from the site. 13 Ledgerwoods Road is less than 140 m from the boundary.</p> <p>The frequency of noise and vibration generated will be through the flow of traffic in and out of the site, and waste operations on the site. Previously there was no activity on the site therefore the degree this development would increase noise effects on the properties in the vicinity is high, as there is no president for noise.</p> <p>The noise effects would be from machinery/vehicles on site and public cars/trucks dropping waste at the RTS. This noise generation will not create a threat to the health of people living in the vicinity, however it could reduce there well-being through loss of enjoyment of their property.</p>

	Line Road	<p>In the Business D zone must meet the noise standards set out in 11.8.1</p> <p>In the Business D zone these are:</p> <p>Daytime (0700-2200 inclusive):</p> <p><math>L_{Aeq(1hr)} - 65 \text{ dB}</math></p> <p><math>L_{AF,max} - 90 \text{ dB}</math></p> <p>Night-time (All other times):</p> <p><math>L_{Aeq(1hr)} - 55 \text{ dB}</math></p> <p><math>L_{AF,max} - 80 \text{ dB}</math></p>	<p>An assessment against the relevant specified assessment matters set out in section 11.9, is set out below. These are relevant if an RTS at Line Road could not meet the Noise Standards:</p> <p>The site could have increased planting around the site to reduce the perception of noise. (There is already some existing vegetation.)</p> <p>The site is currently a community waste drop off therefore noise from vehicles driving through the site is already existing. As the proposed RTS is a larger operation there would likely be increased noise from operations on site.</p> <p>The Business D Zone is characterised as having industrial operations, which have heavy vehicle movements and on site noise generating activities such as repair works. The site directly behind the Line Road site is used for storage units, this means it doesn't have people permanently working there, the neighbouring site along Methven-Chertsey Road is an engineering/maintenance operation. A Vet is located across Line Road from the site, a vet could be more effected by noise and vehicle movements than the other neighbours.</p> <p>Across the Methven-Chertsey Road is the Methven Domain (Residential C) and Methven Cemetery (Open Space A). These areas have some setback from the Line Road site and do not include any residential dwellings. The Methven Bowling Club and Squash Club are well set back</p>
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Activity	Site	Rule	Activity Status	Comment
<b>Ashburton District Council Plan</b>				
				<p>within the Domain from the Line Road Site. The levels of noise from the site are unlikely to greatly effect these two areas, given there is a major road between, planting, and an existing industrial/business area already operational.</p> <p>The noise levels would not threaten people working in the area's health.</p> <p>The frequency and time of vehicle movements will be consistent with the Business D Zone environment. There is already a precedent for people to be driving in and out of the site to drop waste.</p>
Transport site standards	Pudding Hill	<p>The RTS would be likely called as 'other activities not otherwise listed' in the Table 10-1: Thresholds for High Traffic Generating Activities based on Rakaia customer numbers.</p> <p>Pudding Hill Road is a collector road therefore access to this site needs to be 50 m from the local roads Ledgerwoods Road and Longs Ford Road.</p> <p>As the frontage of the Pudding Hill site is over 235 m and as it is a collector road there can be 3 vehicle - crossings standard 10.9.5</p>		<p>There is an existing unformed access to the site, as well as the potential to have and entry and exist on the site.</p> <p>As speed limits along Pudding Hill are 100 km/h there will need to be long site distances. It is noted that there is a sharp bend located approximately 110 m west of the existing entrance which has the potential to create sight distance limitations.</p> <p>The site is large so loading and turning areas on site would be unlikely to be an issue.</p> <p>To ensure safe access to the site the following would likely be required:</p> <ul style="list-style-type: none"> <li>Relocating the entrance further east of the current location</li> </ul>

Activity	Site	Rule	Activity Status	Comment
<b>Ashburton District Council Plan</b>				
				<ul style="list-style-type: none"> <li>• Road widening to support safe entry movements</li> <li>• Installation of additional warning signage at the site entrance</li> <li>• Provision of flag lighting to improve visibility</li> </ul>
	Line Road	<p>Line road is a collector road</p> <p>The access onto line road needs to be 20 m from the Methven Chertsey intersection.</p> <p>Access direct onto the Methven Chertsey requires 15 m setback from the line road intersection as this section of the Methven Chertsey Road is a local road</p>		<p>No significant sight distance concerns are anticipated near the existing entrance on Methven Chertsey Road.</p> <p>The Line Road exist is set back over 30 m from Methven Chertsey Road. The Site entrance off Methven Chertsey Road is set back over 50 m from the Line Road intersection. Therefore both existing accesses are located in line with the District Plan.</p> <p>The current “entrance only” from Methven Chertsey Road and “exit only” onto Line Road arrangement may provide a beneficial access solution for the proposed development.</p>

**Table 10.5: Regional rules assessment**

The following table sets out key regional rule triggers for the development of the Methven RTs at the Pudding Hill and Line Road sites.

Activity	Site	Rule	Activity Status	Comment
<b>Canterbury Land and Water Plan</b>				
The discharge of wastewater from a new, modified or upgraded on-site wastewater treatment system onto or into land in circumstances where a contaminant may enter water	Pudding Hill	Rule 5.9 The discharge of wastewater from: ... (b) a new , modified or upgraded on-site wastewater treatment system onto or into land in circumstances where a contaminant may enter water that does not meet one or more of the conditions of Rule 5.8; is a restricted discretionary activity.	Restricted Discretionary	The Pudding Hill site requires consent for the discharge of wastewater as a restricted discretionary activity.  The following permitted activity conditions under Rule 5.8 cannot be met: Condition 2 as the site is under 4 hectares in area; and Condition 3b as the site is a contaminated site.
	Line Road	Rule 5.9 as above.	Restricted Discretionary	The Line Road site does not meet Condition 2 of Rule 5.8, as the site is under 4 hectares in area.
The discharge of municipal solid waste or hazardous waste into or onto land, or into or onto land in circumstances where a contaminant may enter water	Pudding Hill	Rule 5.89 The discharge of municipal solid waste or hazardous waste into or onto land, or into or onto land in circumstances where a contaminant may enter water and is not categorised as a prohibited activity is a discretionary activity.	Discretionary	The site is not within (a) the Christchurch Groundwater Protection Zone as shown on the Planning Maps; or (b) in a Community Drinking-water Protection Zone as set out in Schedule 1; is a prohibited activity. Therefore, is a discretionary activity.
	Line Road	Rule 5.89 as above.	Discretionary	As above.
The discharge of construction-phase stormwater	Pudding Hill	Rule 5.94B The discharge of construction-phase stormwater, other than into or from a reticulated stormwater system, into a surface waterbody, or onto or into land in circumstances where a contaminant may enter groundwater or surface water, that does not meet one or more of the conditions of Rule	Restricted discretionary	The Pudding Hill site does not meet the permitted activity condition 5.94A(4) as it is contaminated land.

Activity	Site	Rule	Activity Status	Comment
<b>Canterbury Land and Water Plan</b>				
		5.94A is a restricted discretionary activity.		
	Line Road	Rule 5.94A - The discharge of construction-phase stormwater, other than into or from a reticulated stormwater system, to a surface waterbody, or onto or into land in circumstances where a contaminant may enter groundwater surface water, is a permitted activity, provided the following conditions are met:	Permitted	<p>This is assuming that the area of disturbed land from which the discharge is generated is less than two hectares; given the Line Road site is concreted this has been assumed.</p> <p>If this condition cannot be met, then consent is required as above as a restricted discretionary activity under Rule 5.94B.</p>
The discharge of stormwater	Pudding Hill	Rule 5.97 The discharge of stormwater, other than from a reticulated stormwater system, into a river, lake, wetland or artificial watercourse or onto or into land in circumstances where a contaminant may enter water that does not meet one or more of the conditions of Rule 5.95 or Rule 5.96	Non-complying	Discharge of stormwater is proposed into a soak pit, therefore is into land. Pudding Hill is a contaminated site, therefore does not meet Condition 1 under Rule 5.96.
	Line Road	Rule 5.97	Non-complying	The stormwater discharge at Line Road will be into a soak pit (to land) as there is no public systems in the vicinity of the site. However, there is a wastewater connection, therefore, the stormwater that is sediment laden/contaminated can be collected and discharged to this wastewater system, helping to address stormwater discharge effects.



Activity	Site	Rule	Activity Status	Comment
<b>Canterbury Land and Water Plan</b>				
				The Line Road site does not meet Condition 2(d) as the land is not used for a residential, educational or rural activity, therefore consent under Rule 5.97 as a non-complying activity would be required.
Hazardous substances	Pudding Hill	Rule 5.179 The use of land for the storage in a portable container and use of a hazardous substance listed in Part A of Schedule 4	Permitted	<p>Need to confirm what hazardous substances will be stored at the RTS but will be permitted if meet the following:</p> <ol style="list-style-type: none"> <li>1. The substance is approved under the Hazardous Substances and New Organisms Act 1996 and the storage and use of the substance is in accordance with all conditions of the approval; and</li> <li>2. The container(s) are not located within: <ol style="list-style-type: none"> <li>(a) 20 m of a surface water body or a bore; or</li> <li>(b) a Community Drinking-water Protection Zone asset out in Schedule 1.</li> </ol> </li> </ol> <p>If the substances being stored do not meet these above conditions then consent will be required as a restricted discretionary activity under Rule 5.180.</p>
	Line Road	Rule 5.179 as above.	Permitted	As above.
Contaminated land	Pudding Hill	Rule 5.185 The use of land for a site investigation to assess concentrations of hazardous substances that may be present in the soil	Permitted	<p>If a site investigation is undertaken at Pudding Hill, provided the following conditions are met it will be permitted:</p> <ol style="list-style-type: none"> <li>1. The site investigation is be undertaken in accordance with Contaminated Land Management Guidelines No. 5: Site Investigation and Analysis of Soils</li> </ol>

Activity	Site	Rule	Activity Status	Comment
<b>Canterbury Land and Water Plan</b>				
				<p>(Ministry for the Environment, 2011) and reported on in accordance with the Contaminated Land Management Guidelines No. 1: Reporting on Contaminated Sites in New Zealand, (Ministry for the Environment, 2011); and</p> <p>2. The person or organisation initiating the site investigation provides a copy of the report of the site investigation to the CRC within two months of the completion of the investigation.</p> <p>If these conditions are not met, then consent is required as a restricted discretionary activity under Rule 5.186</p>
		Rule 5.187 The passive discharge of contaminants from contaminated land onto or into land in circumstances where those contaminants may enter water	Permitted	<p>Compliance with the following conditions is required to confirm if the passive discharge at Pudding Hill site is permitted.</p> <p>1. There has been a site investigation report provided to the CRC in accordance with Rule 5.185; and</p> <p>2. Either the site investigation report or water quality sampling demonstrates that the discharge does not result in the concentration of contaminants in groundwater:</p> <p>(a) at the property boundary;</p> <p>(b) at any existing groundwater bore (excluding any monitoring bore located on the property);</p>

Activity	Site	Rule	Activity Status	Comment
Canterbury Land and Water Plan				
				<p>(c) within a Community Drinking-water Protection Zone; exceeding the limits applicable to groundwater set out in Schedule 8; and</p> <p>4. Either the site investigation report or water quality sampling demonstrates that the discharge does not result in the concentration of contaminants in groundwater at any point where groundwater exits to surface water, exceeding the receiving water quality standards in Schedule 5 for 90% of species; and</p> <p>3. At any point where the groundwater exits to surface water the discharge does not produce any:</p> <p>(a) conspicuous oil or grease films, scums or foams, or floatable or suspended materials; or</p> <p>(b) conspicuous change in the colour or visual clarity</p> <p>If compliance is not meet then consent is required as a discretionary activity under Rule 5.188</p>

**Table B.6: NES-Soils Regulation assessment**

The following table sets out key regulations under the NES-Soils for the development of the Methven RTS at the Pudding Hill and Line Road sites.

Activity	Site	Regulation	Activity Status	Comment
<b>NES-Soils</b>				
Sampling Soils	Pudding Hill	<p>8 Permitted Activities</p> <p><i>Sampling soil</i></p> <p>(2) Sampling the soil of the piece of land is a permitted activity while the following requirements are met:</p> <p>(a)controls to minimise the exposure of humans to mobilised contaminants must—</p> <p>(i)be in place when the activity begins:</p> <p>(ii)be effective while the activity is done:</p> <p>(iii)be effective until the soil is reinstated to an erosion-resistant state:</p> <p>(b)the soil must be reinstated to an erosion-resistant state within 1 month after the end of the course of sampling for which the activity was done:</p> <p>(c)soil must not be taken away in the course of the activity except as samples taken for the purpose of laboratory analysis:</p> <p>(d)the integrity of a structure designed to contain contaminated soil or other contaminated materials must not be compromised.</p>	Permitted	<p>Soil sampling can be undertaken without consent under the NES-Soils provided the conditions set out in Regulation 8(2) are met.</p> <p>If the a requirement described in any of subclauses (2) are not met then the soil sampling will require consent as a controlled activity under Regulation 9 while it meets the requirements in regulation 9(1).</p>
	Line Road	Regulation 8(2) as above	Permitted	As above.
Disturbing Soil	Pudding Hill	<p>Regulation 8</p> <p>(3) Disturbing the soil of the piece of land is a permitted activity while the following requirements are met:</p>	Permitted	<p>Soil disturbance is permitted within the conditions set out in Regulation 8(3). If the volume of disturbed soil exceeds the 25 m<sup>3</sup> per 500 m<sup>2</sup> then consent will be required, as will an</p>



Activity	Site	Regulation	Activity Status	Comment
<b>NES-Soils</b>				
		<p>(a)controls to minimise the exposure of humans to mobilised contaminants must—</p> <p>(i)be in place when the activity begins:</p> <p>(ii)be effective while the activity is done:</p> <p>(iii)be effective until the soil is reinstated to an erosion-resistant state:</p> <p>(b)the soil must be reinstated to an erosion-resistant state within 1 month after the serving of the purpose for which the activity was done:</p> <p>(c)the volume of the disturbance of the soil of the piece of land must be no more than 25 m<sup>3</sup> per 500 m<sup>2</sup>:</p> <p>(d)soil must not be taken away in the course of the activity, except that,—</p> <p>(i)for the purpose of laboratory analysis, any amount of soil may be taken away as samples:</p> <p>(ii)for all other purposes combined, a maximum of 5 m<sup>3</sup> per 500 m<sup>2</sup> of soil may be taken away per year:</p> <p>(e)soil taken away in the course of the activity must be disposed of at a facility authorised to receive soil of that kind:</p> <p>(f)the duration of the activity must be no longer than 2 months:</p> <p>(g)the integrity of a structure designed to contain contaminated soil or other contaminated materials must not be compromised.</p>		<p>exceedance in the volume permitted to be removed from the site.</p> <p>As this volume would be exceeded for the development of an RTS of the site the soil disturbance will require consent as a controlled activity under Regulation 9 while it meets the requirements in regulation 9(1).</p>

Activity	Site	Regulation	Activity Status	Comment
<b>NES-Soils</b>				
	Line Road	Regulation 8(3) as above.	Permitted	As above.
Change of land use	Pudding Hill	<p>Regulation 8(4) <i>Subdividing or changing use</i></p> <p>Subdividing land or changing the use of the piece of land is a permitted activity while the following requirements are met:</p> <p>(a)a preliminary site investigation of the land or piece of land must exist:</p> <p>(b)the report on the preliminary site investigation must state that it is highly unlikely that there will be a risk to human health if the activity is done to the piece of land:</p> <p>(c)the report must be accompanied by a relevant site plan to which the report is referenced:</p> <p>(d)the consent authority must have the report and the plan.</p>	Permitted	<p>The proposed RTS will require a land use change. As the site is contaminated, it can't be confirmed that it will meet the permitted standard 8(4)(b), therefore there is potential for a NES-Soils consent requirement, dependant on the results of the Preliminary Site investigation.</p> <p>If a requirement in described in any of subclauses (4) is not met then consent is required for the land-use change under Regulation 9 while it meets the requirements in regulation 9(3).</p>
	Line Road	Regulation 8(4) as above.	Permitted	As above, the level of contamination at Line Road needs to be confirmed to determine if the permitted regulation can be met. It is known to be contaminated.