



FAST TRACK APPROVALS Act 2024(FTAA 2024) TECHNICAL ADVICE

Carter Group Ohoka Substantive Application

File No	FTAA-2606-1253
Date	8 October 2026
Memo To	Tim Johnston, Principal Resource Management Planner
From	Kitty Waghorn, Solid Waste Asset Manager
Subject	Waste Management Services

1. INTRODUCTION

- 1.1 The purpose of this Memo is to provide feedback on identified limitations to the provision of kerbside waste collection services in the proposed development in Mill Road, Ohoka.
- 1.2 Staff have reviewed the Engineering Plans (16013)
- 1.3 Key areas discussed in this memo are accessibility for collection trucks and limitations for placement of wheelie bins for recycling, rubbish and organics

2. QUALIFICATIONS

I hold a BE (hons) in civil engineering from Canterbury University, am a chartered member of Engineering NZ, and have worked in the waste management field for approximately 25 years.

3. CODE OF CONDUCT

I confirm that I have read and agree to comply with the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023. This technical review has been prepared in accordance with that Code. In particular, unless I state otherwise, the opinions I express are within my area of expertise, and I have not omitted to consider material facts that might alter or detract from the opinions that I express.

4. KEY ISSUES

- 4.1 Council currently provides domestic recycling and rubbish bin collection service in the Ohoka area, and there is a potential that organics collections could be provided. These bins cannot be placed on the live lane as this will impede traffic and be a health and safety risk.
 - 4.1.1 Each property will require up to 2 m width and 1 m deep of level shoulder-space for their bins to be placed beside the road edge, away from driveways, car parking, letterboxes, trees and other street furniture to minimise collection issues and risk of damage to bins and/or street furniture, to ensure bins can be placed away from the road edge and collections can be undertaken with

- minimal impact on other road users. There does not appear to be sufficient allowance for bin placement in the submitted plans.
- 4.1.2 Where there are multiple lots off a shared driveway, ample clear space is needed for all bins to be placed for collection. E.g. in addition to the 2-4m required for the properties on the road frontage, the 4 rear properties will need 8m; 6 rear properties will need 12m.
 - 4.1.3 The road reserves with swales do not provide an adequate level surface for waste bins to be placed beside the seal edge for collection.
 - 4.1.4 The roads with cutout parking areas do not provide sufficient space for bin placement, clear of parked cars.
 - 4.1.5 Road 7-3 has limited space for bins from lots 308 to 315 to be placed on the edge of the road.
 - 4.2 Roads and Cul-de-sac heads need to be designed as per the Waimakariri District Council Engineering Code of Practice.
 - 4.2.1 Service/collection trucks must be able to turn into and out of roads without driving over kerbs or on the verge; and turn in cul-de-sacs without having to make a 3-point turn or use private driveways for turning purposes
 - 4.2.2 Sufficient clearance is needed for collection trucks to be able to collect bins placed around the cul-de-sac head without having to make multiple manoeuvres, or for the drivers to have to move bins, to make the collections.
 - 4.3 Council does not provide commercial collection services to properties with multiple unit dwellings or commercial operations. Information must be provided to Council to advise how these sites will be serviced for the management and removal of waste materials.
 - 4.3.1 There is insufficient space on the roadside for Stage 3 retirement village residents' bins to be placed, should the residents be provided with Council recycling bins.
 - 4.3.2 Council cannot guarantee it will be able to provide kerbside collections services inside the village, given it is remote from the areas we provide a small lane collection service to. Note that the internal roading system would first need to be constructed to allow the service truck(s) to manoeuvre around the village, and the village Body-Corp or property owners would be required to enter into an agreement with Council to receive this service.
5. INFORMATION GAPS/CLARIFICATION REQUIRED
- 5.1 Road and drainage redesign is necessary to meet WDC's ECoP requirements for urban developments, and to ensure adequate space is provided for bins to be placed at the edge of these roads.
 - 5.2 Evidence is required to show where bins would be placed for collection, clear of parked cars, in roads with cutout parking areas; in Road 7-3, which has limited space for bins from lots 308 to 315 to be placed on the edge of the road; and for roads with multiple properties on shared accessways.
 - 5.3 Evidence is required related to truck tracking to show that collection trucks can drive through the development without impairing other road users, damaging road or private infrastructure or having to make multiple-point turns, i.e. meets WDC's ECoP requirements for urban developments.
 - 5.4 A Waste Management Plan will need to be prepared for the commercial centre and Stage 3 retirement village to explain how these properties would be provided with waste collection services.
 - 5.5 If the retirement village owner/Body Corp apply to the Council to provide an on-property collection within the village, the internal roading system would need to be

constructed to allow the service truck(s) to manoeuvre around the village, and they would be required to enter into an agreement with Council to receive this service..

6. OVERALL POSITION /CONCLUSIONS

6.1 There is a gap in evidence to show that the development design has considered important factors relating to Council's delivery of kerbside collection services for the residents and businesses within the site, in particular:

6.1.1 Road and drainage redesign is necessary to meet WDC's ECoP requirements for urban developments bin placement and collection, and plans provided to indicate where bins could be placed for collection where there are potential access or placement constraints (e.g. in streets with cutout parking areas, and where there are multiple properties on shared accessways).

6.1.2 Evidence is also required related to truck tracking to show that collection trucks can drive through the development without impairing other road users, damaging road or private infrastructure or having to make multiple-point turns.

6.2 A Waste Management Plan will need to be prepared for the commercial centre and Stage 3 retirement village to explain how these properties would be provided with waste collection services. This will be a consent condition.