



North City Developments



***68 Molesworth Drive
Lot 1 DP 341981***

***Private Plan Change* CONSULTATION REPORT**

**Prepared February 2015
Amended July 2015**

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1.0 Executive Summary

This Community Consultation Report has been prepared to determine the best way forward for undertaking community and stakeholder consultation for the Proposed Private Plan Change (PPC). This document is an active document and has been amended to include feedback and comments following community consultation.

2.0 Introduction

Dream Planning have been engaged by North City Developments Limited (the Applicant) to prepare a Private Plan Change ("PPC") to rezone an area of land zoned Residential to Commercial. The subject site is legally described as Lot 1 DP 341981 and has a total site area of 7863m². The site has had a land use consent approved (RM050271) to undertake a Service Station and Future Service Business area. The Applicant wishes to undertake a PPC for the site to provide for future certainty and ensure that the subject sites zone reflects the consented use on site.

The purpose of this report is to provide an outline of the proposed consultation process and a summary of the consultation process and feedback received.

Consultation in plan development is a mandatory requirement when Councils undertake a Plan Change. However, consultation is not mandatory requirement for a PPC. However it is considered to be best practice and is therefore being undertaken within this Private Plan Change process.

Public consultation is proposed to be undertaken prior to submitting the PPC to Kaipara District Council where once submitted the PPC will go through the formal notification process under the Resource Management Act.

3.0 Methodology – Consultation Process Principles / Objectives / Outcomes

Consultation undertaken prior to notifying the PPC is considered to be important to ensure that adjacent neighbours, community groups, stakeholders, iwi and other interested potentially affected parties are informed. This will enable their participation in the evaluation of options in terms of the potential re-zoning of land in Mangawhai Heads from Residential to Commercial and to determine any comment and feedback across the community.

Although consultation is not mandatory under the Resource Management Act 1991 (the Act) for the preparation of a PPC, the Act contemplates public involvement in the PPC process. Schedule 4 of the Act is required to be adhered to under Schedule 1 Part 2 (22) (2) of the Act. Schedule 4 of the Act outlines the matters that should be included in an Assessment of Environmental Effects ("AEE"), including the identification of those persons affected by the proposal and the result of any consultation undertaken (Schedule 4, clause (1)(h)). It is therefore considered best practice to consult with potentially affected parties when undertaking a PPC.

Effective communication and meaningful consultation is important in the identification of any key issues in the preparation of an AEE and PPC. A range of consultation and communication techniques have been designed and utilised to ensure that interested parties have easy access to information and a range of opportunities to provide feedback to the project team.

Principles, Objectives and Outcomes

Principles

The following specific principles for consultation have been determined:

- Dream Planning will communicate and consult in an open and transparent manner in the provision of information and receipt of feedback;
- Dream Planning will meet with Iwi (Te Uri O Hau) face to face;
- Key stakeholders and affected parties have an important perspective and knowledge of the area, key issues and values including community values and needs;
- Key stakeholders and affected parties have a right to express their views and concerns which will be considered by the project team in the decision making process;

Objectives and Outcomes

The overall objectives and outcomes for this Consultation Plan are:

- To brief community groups, stakeholders, adjacent landowners, Iwi at the start of the project:
 - To ensure that any issues, concerns or ideas are expressed early in the process;
 - That any issues, concerns or ideas can be taken into consideration in the process;
 - That interested parties can make informed decisions;
 - To inform interested parties of the statutory process in terms of a PPC;
 - To gain the support of key stakeholders and thereby reduce the risk of submissions during the PPC formal process;
 - To inform the wider community about the project.

4.0 Consultation Process / Consultation parties

There are a range of parties whom have been identified as being potentially affected or having an interest in the PPC

Key Stakeholders	Particulars
Government	<ul style="list-style-type: none"> • Kaipara District Council; • Northland Regional Council; • Department of Conservation.
Iwi	<ul style="list-style-type: none"> • Te Uri O Hau
Adjacent Landowners	<ul style="list-style-type: none"> • Lot 53 DP 352077 • Lot 100 DP 445185 • Lot 2 DP 341981 • Lot 1 DP 448852 • Lot 36 DP 341981 • Lot 37 DP 341981

Community Groups	<ul style="list-style-type: none"> • Lot 1 DP 181441 • Allotment 93 suburbs of Molesworth • Lot 4 DP 99103 • Lot 3 DP 341981 • Mangawhai Residents and Ratepayers Group; • Mangawhai Museum Committee; • MAZ Committee • Mangawhai Business Development Association • The Mangawhai Museum • Mangawhai Golf Club • St Johns • New Zealand Fire Service • The Mangawhai Club • Mangawhai Arts Group
Public	<ul style="list-style-type: none"> • Local Community

Consultation Methodology

Taking into consideration the consultation principles, objectives and desired outcomes, the key methods for undertaking consultation on the PPC include meetings, letters, website information / feedback and advertising in the local papers.

Key Stakeholders	Methodology	Envisaged Feedback type
Kaipara District Council	<ul style="list-style-type: none"> • Letter • Meetings 	<ul style="list-style-type: none"> • Letter • Verbal • Email
Northland Regional Council		
Department of Conservation		
Iwi	<ul style="list-style-type: none"> • Letter and face to face meeting(s) 	<ul style="list-style-type: none"> • Letter • Verbal • Email
Adjacent Landowners	<ul style="list-style-type: none"> • Letter and face to face meeting (if requested) 	<ul style="list-style-type: none"> • Letter • Verbal • Email • Website
Community Groups	<ul style="list-style-type: none"> • Letter and face to face meeting (if requested) 	<ul style="list-style-type: none"> • Letter • Verbal • Email • Website
Public	<ul style="list-style-type: none"> • Advert in the local papers (Mangawhai Focus) • Website with information with 	<ul style="list-style-type: none"> • Verbal • Email • Website

	comment and feedback ability <ul style="list-style-type: none"> • Meeting face to face (if requested) • Public submission process once the Plan Change is Notified • Meeting one on one (if requested) 	
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Consultation Tools

Website

A purpose built webpage / blog will be prepared. This page will provide information on Mangawhai in general in terms of statistics, the PPC, background information in terms of the consented development, will provide a number of visual representations of the consented development vs. residential development vs. the commercial zone vs. what is proposed.

The page will also include a basic diagram of the analysis of the Commercial and Residential provisions of the District Plan and will provide a background in regard to the growth of Mangawhai and future growth and development capacity. The page will also include a basic diagram and outline of the PPC Process under the RMA and detail that this is the informal part of the process.

The website will include a questionnaire and a section for feedback and comment which will be an important tool. The website could be available online throughout the duration of the project and comments and feedback could be received for a period of 4-6 weeks.

Letters

It is envisaged that letters will be prepared and distributed to those directly adjacent neighbours identified, Government departments, Iwi and Local Community Groups. The letters will outline the PPC, the process involved, work undertaken to date and will direct people to the consultation website for further information and to provide feedback and inform them of an up and coming drop in meeting. The letters will also provide contact details for one on one meetings if required.

Newspaper

The Mangawhai Focus is distributed free twice monthly to outlets in Warkworth, Wellsford, Kaiwaka, Mangawhai, Langs Beach, Waipu, Ruakaka, Bream Bay, Maungaturoto, Dargaville and is hand delivered to many local residences, into Post Office Boxes and by the rural delivery service. The paper produces 7,000 copies and up to 10,000 in peak times and is estimated to have a readership of 25,000 people. The paper also has a website with the paper available online and a facebook page.

An editorial is envisaged to be prepared for the Mangawhai Focus directing the public to the website page specifically established for consultation. It is envisaged to publish an advertisement twice over the consultation period in the Mangawhai Focus.

Email

An email address will be provided for people to provide comment and feedback or to contact the project team. An email database can also be established for those wanting to be kept up to date with respect to the process.

Face to Face Meetings

One on one meetings will be held with Iwi and will also be held with those parties whom request meetings. It is envisaged that adjacent land owners and some community groups may request meetings.

Consultation Outcomes

Feedback received on the project has been both verbal and written, any verbal feedback has been requested that this is also provided in written form. All feedback is included in the table below and also included in an appendix to this report.

<i>Party</i>	<i>Comments Received</i>
<i>Kamal Jasra</i>	I am interested in your project of service station at Molesworth Drive Mangawhai. Can you forward detailed information on this project please.
<i>Ross Hinton</i>	At this stage the preferred option is "Status Quo" that it remain as residential. I think there is a need for this type of project but not as a greeting to Mangawhai and preferably hidden and further away from this area
<i>Anil Sharma</i>	There is other Mobil already in the area of low population town, will the sale of new station effected?
<i>Andrea Gardner</i>	In my opinion the commercial development is not aesthetic with the museum development over the road. The museum area as I understand is to have a historic village and Arts centre. To have over the road a commercial venture does not complement the area which also has new up market housing on the other side of Estuary Drive.
<i>David Nathan</i>	I am a director of Sanctuary North Ltd. Sanctuary North Ltd is the owner of 51 residential lots on Cove Rd and is affected by this proposed zoning change. We support the change as described.

<i>Anthony Roberts</i>	<p>In my opinion this site should remain zoned residential. It would be far more beneficial to establish some sort of retirement village model, along the lines of what is proposed on the vacant land next to the Mangawhai Tavern.</p> <p>Points to raise are:</p> <ol style="list-style-type: none"> 1. An existing proposal for the same type of development (business park etc) only 500 meters further down Molesworth Drive , but on the left (incoming) side of the road. This location is predominantly more suitable. 2. The close proximity to subdivisions of already established residential housing. 3. The new Museum, Café, Ambulance station, "Activity" Park , have no real bearing on whether a petrol station exists or otherwise. 4. This site is an intersection, and already has substantial traffic difficulties at peak times. The existence of both an ambulance station and what is predominantly a children's playground on the opposite side of the road - is exactly a reverse requirement in a safety context. <p>There are several other factor , but these are the obvious that come to mind - the first of course being the business park proposal a short distance away in a more advantageous position.</p>
<i>David Foster</i>	<p>I am not in favour, nor supportive of a PPC for the site without an approved "Development Plan" in place that gives clarity to what may happen in the future on this site.</p> <p>I am supportive of a change from the current Res Consented "mixed use" development of commercial and petrol station to a more holistic commercial development.</p> <ul style="list-style-type: none"> • The current approved scheme had some good points in that it kept the frontage open and green and set the buildings back. • However, it did not provide a "community" interface with the street or the museum, there was not "gateway" planning. • The European based Urban Planning of developments forming a "hard street edge" and "Active street edge", I fell do not apply, nor fit well within the Mangawhai sea side open based urban aspect of the area. • Proved a street interface that is open, visually interesting allows for visual linking and a structured "Interface Gateway" with the museum.
<i>Bill and Marion Naish</i>	<p>As the landowners most affected by a change in zoning, we make the following comments. Norfolk drive has a narrow access and any increase in road usage needs consideration. the school bus drops off and picks up outside the property, so childrens safety is a priority. We are keen to see development of this site but feel the existing zoning is adequate and any change would result in the neighbouring properties having less opportunities to comment on future works. In short, we support the status quo option and oppose rezoning to commercial.</p>
<i>John Taylor</i>	<p>I am a resident in Norfolk Drive Mangawhai. I have viewed the change to rezone the block of land on the corner of Molesworth. Estuary Drive and Norfolk Drive.</p> <p>The concern I wish to raised and be considered is the height of 12 metre for any commercial building. I ask this be reconsidered to meet the same maximum standard height for residential buildings of 8 metres. This height would be intrusive upon the residents privacy in Norfolk Drive.</p>

Steering Committee of the Friends of the Mangawhai Community park	<p>Warren Stott of the MAZ Committee, forwarded your letter of 7 May to the to be discussed at the meeting held 12 June. The latter organisation is an “umbrella” committee that was formed to initially oversee development of the park and now acts as a liaison body between park users and the owner of the area, the Kaipara District Council.</p> <p>The committee does not have authority to represent the user groups and suggests that you contact each. Organisations that have leases on the park land are:</p> <p>The Mangawhai Museum Mangawhai Golf Club St Johns New Zealand Fire Service The Mangawhai Club MAZ Mangawhai Arts Group (currently negotiating lease)</p>
Mike Woodward	<p>I received your letter re a service station / commercial.</p> <p>I own the property diagonally opposite along Estuary Drive (between Jepo and Rex deBaugh). It's likely I'd support customer's proposals, so let me know if you want me to sign anything for your application.</p>
Te Uri O Hau	<p>Further to our conversation today in regards to the Private Plan Change involving the rezoning of Lot 1 DP 341981 from residential to commercial, this is to confirm that Te Uri o Hau have no issues in respect to the private plan change at this stage.</p> <p>As discussed, Te Uri o Hau will be required to become involved once the applicants propose to process their application for resource consents under the Resource Management Act 1991 with the Kaipara District Council.</p> <p>I also confirm that Te Uri o Hau would like to be involved in any discussions in respect of the decommissioning of the underground waste water treatment infrastructure, as I understand that the site in question - Lot 1 DP 341981 was a former waste water treatment plant for Mangawhai.</p>
Kathryn O Riley, MWH on behalf of Kaipara District Council	<p>Development/changes in the Molesworth Drive area:</p> <p>A concrete footpath is plan to run from Moir Point Road right down to the bridge on the southern side;</p> <p>Apart from the Museum, there is going to be a pioneer village opposite your site, they are currently looking at parking and general traffic issues in the area,</p> <p>The seal on Estuary Drive is being extended through to the end of the seal on Moir Point Road over the next two years, Estuary Drive will be happening later this year,</p> <p>Stormwater is an issue in Mangawhai, currently there cannot be any addition Stormwater discharged in to the estuary from the area above Estuary Drive. KDC are now very strict on the before and after development Stormwater discharge, effective onsite disposal is required.</p>
Linda Osborne Kaipara District Council	<p>Phone conversation and maps provided to determine that Mangawhai Eco-Care have the capacity in terms of infrastructure available to cater for further development.</p>
Mangawhai Eco-Care	<p>Without knowing what is planned and the consequent requirements for sewage disposal, particularly if trade wastes could be involved, we are unable to give the blanket assurance you seek. We note Kaipara District Council have advised that capacity is available, and we can confirm that there is considerable extra capacity</p>

	in the Mangawhai Community Wastewater Scheme for additional connections.
Mangawhai Activity Zone (MAZ)Committee	The MAZ Committee has no objections to the Plan Change information provided.

5.0 Summary of Feedback Received

A number of letters were sent to all of the community groups and government departments listed above. Two editorials were provided for with an article and photo in the 11th May and 25th May issues of the Mangawhai Focus.

The main form of consultation included the use of the website which was established for consultation purposes. The Mangawhai Focus also included the article on their facebook page and also included it in the Mangawhai Locals Facebook page.

Letters were also sent to Government Departments, local community groups and immediate adjacent neighbours. Limited responses were received from adjacent neighbours, which have been included in the table above. Response from government departments included Council and Iwi. Limited feedback was received from local community groups. The Mangawhai Residents and Ratepayers Group also notified their members of the project.

The website has had 351 audiences (which are defined as the number of ip address visited the website); there were 418 visits to the website and 670 pages viewed. This is a considerable number of views to the website with a low number of feedback received, indicating a low level of interest in the project by the wider community.

6.0 Conclusion

All feedback received is invaluable to the project and will assist in developing the PPC, however feedback on the project was low in relation to the number of views to the website, indicating potentially a low level of interest in the local community.

Consultation Report Prepared by:

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Appendix 1

Parties consulted and methodology

Adjacent Neighbours

Victoria Emerson & Joanne Naish
Sandways Developments Ltd
Glennis Stormont
Airey Ltd
Scott Hemsall & Cindy Ratima
Mark Molloy
Jessica & Matthew Morley
Frances Properties Ltd
Linda & William Mabey

Government Departments

Te Uri O Hau
Kaipara District Council – Parks, Policy Department, Stormwater and Wastewater Engineers
Northland Regional Council
Department of Conservation

Community Groups

Mangawhai Park Steering Committee
MAZ Committee
Mangawhai Historical Society Inc.
Mangawhai Business Development Association
Mangawhai Museum
Mangawhai Ratepayers & Residents Association
Mangawhai Golf Club
St Johns
New Zealand Fire Service
The Mangawhai Club
Mangawhai Arts Group

All groups and individuals above received correspondence via letter.

Appendix 2

Consultation Information Pack (Letter)

Date 2015

Insert Address

Dear (Insert Name)

Proposed Private Plan Change - Lot 1 DP 341981 - Corner of Molesworth Drive / Estuary Drive - Mangawhai Heads –Community Consultation

We are writing to you to inform you that North City Developments the owners of Lot 1 DP 341981, (corner of Estuary and Molesworth Drive) are in the process of undertaking a proposed Private Plan Change (PPC) to rezone the site from Residential to Commercial. We are now in the process of seeking feedback and comment. This letter provides information on the background behind PPC, information on the process and where you can submit your feedback and any comments you may have.

Background Why?

The vacant site is located on the corner of Molesworth Drive and Estuary Drive, opposite the Mangawhai Museum.



In 2007 Kaipara District Council approved a Land Use consent application to construct and operate a petrol station, car and boat wash down facility and future mixed business area. The petrol station included a 550m² service station building and a carport canopy of 795m² with 4 pump stations. The

future service business area had a gross floor area of 620m². The approved land use consent also included the provision for 44 carparking spaces, 2 loading bays, signage and storage of LPG. The consent has a life of 10 years and expires in 2017. In granting consent to the land use consent application, Council has deemed that the site is a suitable site for a Commercial use.

North City Developments now wishes to pursue the option of a PPC to rezone the site from Residential to Commercial. This rezoning would better reflect the land use which has been deemed acceptable on site by Council and would provide greater flexibility in terms of the Commercial uses (other than the consented petrol station) that can be undertaken on site.

Through rezoning the site different rules in the District Plan would apply to the site. Some of the Residential and Commercial rules are the same (e.g. noise limits adjacent to residential) however some differ (e.g. height limit, building coverage).

Opportunities in rezoning the site include:

- Site is adjacent to Mangawhai Park which is becoming Mangawhai communities recreational hub;
- Molesworth Peninsula residential area is growing and requires servicing;
- Mangawhai Heads and Village Centres are almost at capacity;
- Estuary Estates development is non-existent after close to 10 years;
- Pedestrian and cycle linkages could be provided and enhanced with Mangawhai Park;
- The site has views over the upper reaches of the Mangawhai Estuary;
- Streetscape could be enhanced;
- Provide for vibrant and innovative urban design and public spaces for Mangawhai.

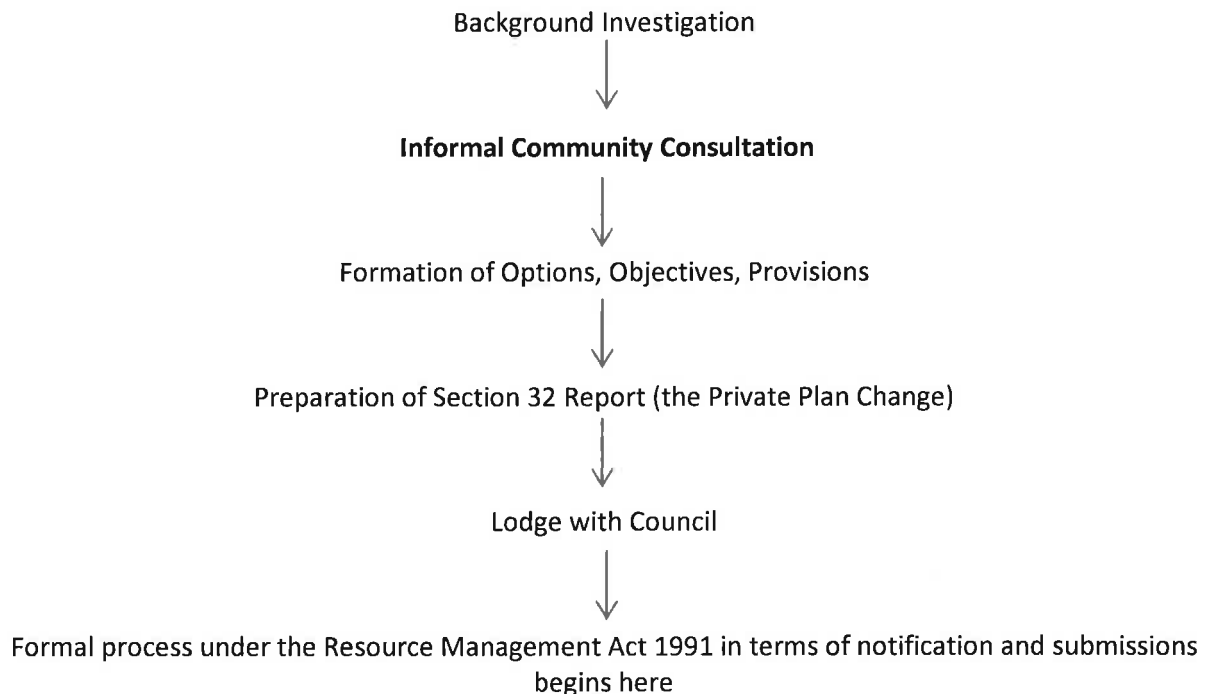
Potential Constraints to think about include:

- Potential for reverse sensitivity issues with adjacent residential zoned land, therefore design guidelines and additional provisions will be crucial in ensuring that reverse sensitivity issues on the adjacent residential environment are taken into consideration;
- Molesworth Drive is a main road, however the speed limit is now 50kmph;

As the site is adjacent to existing residential development, rezoning land Commercial use can create reverse sensitivity issues, therefore it is likely that specific design guidelines or additional rules over and above the current Commercial Zone provisions will be prepared through the plan change process. Examples could include- ensuring that the height limit of buildings adjacent to residential dwellings remains at the residential height limit in the plan, ensuring that any land use requires landscaping, buffer planting, design of service areas and so forth. This is where you can help provide us with your feedback to assist us in the process.

What is the Private Plan Change Process?

Any person can make a request to Council to undertake a PPC. The Resource Management Act 1991 sets out the process required to be followed and information required to be prepared. The basic steps are as follows – Note we are at the Informal Community Consultation Stage (in bold):



As detailed we are in the initial stages of the process which is informal community consultation where we are seeking your views which we can be used when developing the PPC. The formal notification process under the Resource Management Act 1991 where Council requests submissions does not commence until the PPC is lodged with Council.

District Plan

The Kaipara District Plan became Operative November 2013. The District Plan has specific objectives, policies and provisions (generally rules) for each zone including the Residential and Commercial zone. Some of these rules are different and some are similar in nature. A summarized table is provided below which provides a basic summary of the current Residential provisions v's Commercial provisions in relation to the site, those provisions not relevant to the site have not been included (e.g. vegetation clearance etc).

If you would like to see a full summary of the permitted activity standard provisions please visit the website which has been developed for information and community consultation purposes.

A basic summary of the differences and similarities between the current District Plan Residential and Commercial rules is provided in the table below:

Permitted Standards	Activity	Summary of Differences / Similarities Between Residential and Commercial provisions (Note: that any activity not complying with the below permitted activity standards can be undertaken by applying for resource consent (Council may grant or refuse a resource consent)).	Similarity Key Same= ✓ Different = ○
Excavation and Fill		The earthworks provisions are similar in nature however the Commercial / Industrial provisions allow for 300m³ of earthworks to be undertaken within a 12 month period and in the Residential (Harbour Overlay) zone the earthworks provisions allow for 100m³ of earthworks over a 12 month period.	○
Dwellings		Construction of a dwelling in the Residential Zone is permitted if it complies with the minimum net site area requirement. Construction of a dwelling in the Commercial Zone is a permitted activity and have additional criteria that are required to be met including any upper level dwelling in the Commercial zone is required to provide for a balcony. There is no separation distance requirement (from any detached dwelling) in the Commercial zone (which provides for attached housing and mixed use). Dwellings in the Commercial zone are required to comply with the Private Open Space requirement which is the same requirement found in the Residential zone.	○
Dwelling Floor Levels		Dwelling floor level requirements are the same in the Residential and in the Commercial Zone	✓
Commercial and Industrial Buildings		These provisions only relate to the Residential Zone and ensure that any commercial and industrial use undertaken in the Residential Zone can ensure that adequate services are available in terms of stormwater, wastewater, water supply for use and to meet NZ Fire Service code of practice.	○
Maximum Height		The Residential provisions (in an Overlay) allow for buildings up to 8 metres in height. The Commercial provisions allow for buildings up to 12 metres in height. This is a 4 metre difference in permitted height limits between the zones.	○
Height in relation to boundary		The height in relation to boundary provisions are the same in both the Residential and Commercial zones	✓
Setbacks		Setback requirements in the Commercial zone are more restrictive than in the Residential zone, where the site adjoins residentially zoned land. The Commercial zone requires a 5 metre side and rear setbacks adjoining Residential zone land, where setbacks in the Residential zone are between 1.5m and 3m for side and rear yards.	○
Screening of Storage Area		The Commercial zone requires screening of storage areas from public places and residential zoned land by planting or fencing to a height of 1.8 metres, this is not a requirement of the Residential zone.	○
Verandahs		The Commercial zone requires a verandah to be constructed for any building fronting the street frontage, this is not a requirement in the Residential Zone.	○
Separation Distance for Noise Sensitive Activities		Noise sensitive activities include residential use, hospitals, homes for the aged, places of assembly for cultural, entertainment, recreation, leisure, education facilities, conference centres, public halls, childcare facilities, theatres, motels, hotels, cinemas, galleries, museums and other similar uses and activities. A 300 metre separation distance is required between a commercial activity and a noise sensitive activity in the Residential zone. In the Commercial zone a 300m separation distance is also required between activities such as Panel beating, motor vehicle manufacturing, animal boarding, service station, intensive farming, stock sale yards, refuse, recycling and transfer stations, sewage treatment or other site of plant or animal effluent, storage and disposal, mining or quarrying	○
Relocation of Buildings		Relocated building requirements are similar in both zones, however in the Residential Zone the dwellings must have been previously designed and used as a dwelling.	○
Private Open Space		The private open space provision in the Residential zone is the same as	✓

	the private open space provision outlined under the Dwellings provision in the Commercial zone.	
Permeable Surfaces	Permeable surface provisions differ. The Residential Zone provides for 40% impermeable surfaces (including building coverage) and the Commercial zone requires a certain area for onsite wastewater and stormwater disposal if it is to be treated on site.	○
Building Coverage	Building coverage is 35% in the Residential Zone and there is no maximum building coverage in the Commercial zone.	○
General Noise	The noise limits for a Commercial zone adjoining the boundary of a Residential zone are the same as the Residential zone. Noise limits in the Commercial zone not adjoining the boundaries of a Residential zone are greater. Noise limits in the industrial zone are slightly higher. In terms of the site, given the site adjoins Commercial, the Residential noise limits apply.	✓
Construction Noise and Temporary Activities	Construction noise and temporary noise provisions are the same in both the Residential and Commercial zones.	✓
Wind Generation Noise	The same in both zones	✓
Vibration	The same in both zones	✓
Traffic Intensity	Traffic intensity volumes increases significantly between permitted standards in the Residential zone and Commercial zone, however both zones are required to relate to the Traffic Intensity Factor Guidelines which provide generic activity based traffic intensity levels for various activities.	✓ ○
Hazardous Substances	Hazardous substances provisions are more rigorous in the Residential Zone than in the Commercial zone.	○
Lighting and Glare	The provisions in terms of lighting and glare for both the Residential and Commercial zones are the same	✓
Signage	Signage in the Commercial zone provide for more flexibility in terms of signage and provide criteria for Verandah signage.	○
Vehicle access and driveways	Provisions are the same for both zones	✓
Fire safety	Provisions are the same for both zones	✓
Parking	Provisions are the same for both zones, however the Commercial zone includes provision for the formation of parking areas.	✓
Loading	Provisions are the same for both zones	✓
Parking and loading Spaces Required and Traffic Intensity Guideline	The District Plan specifies tables in relation to these requirements in relation to land use activities, these land use activities are within any zone and therefore the provisions are the same	✓

Where to from here?

As part of the PPC process options are required to be assessed. The 5 main options have been identified as:

- Status Quo – site remains Residential, any commercial land use different to the approved land use consent can be applied for as a resource consent;
- Implementation of the Land Use consent (for the petrol station and future business area);
- Rezone the site to the existing Commercial zone in the District Plan;
- Rezone the site to the existing Commercial zone in the District Plan however prepare additional provisions (rules and design guidelines) specific to the site and the locality (adjacent to residential development);
- Rezone the site to an entirely new Commercial Zone.

Through the PPC process the above options are required to be assessed in terms of efficiency and effectiveness and in terms of social, environmental, economic and cultural effects in order to ensure that the best practicable option is selected.

Providing your Feedback

We would like to receive your comments and feedback in order to help us determine what the best option would be.

Website:

A website has been developed (www.molesworthppc.squarespace.com) which provides further information on the project and has a section to provide your comment and feedback on the proposed plan change. Please visit the comments section of the website and provide your feedback. Also add your contact details if you wish to be added to our email list for updates on the project.

Post:

Alternatively you can send written correspondence to:

North City Developments

C/- Po Box 123

Mangawhai 0540

Individual meeting:

You can contact the undersigned if you wish to meet in person to discuss the private plan change via email kylie@dream-inc.co.nz or on the phone number provided below (on Tuesdays and Fridays).

Please provide any comment and feedback by **Monday 4th August**.

Conclusion

We trust the above is sufficient in terms of providing an outline with respect to PPC that North City Developments is undertaking. The project team is happy to meet to talk about the project and hear any issues, thoughts or ideas you may have. Please contact the undersigned to arrange a suitable time to meet or provide written comment on the feedback forms provided on the website or write to us at the address provided above.

Yours Sincerely



Dream Planning Ltd

Kylie McLaughlin-Brown

BLA / MPlanPrac

Planner/ Landscape Architect

Phone: (09) 431 4568

Email: kylie@dream-inc.co.nz

Appendix 3

Website Information

PRIVATE PLAN CHANGE BACKGROUND WHY?

In 2007 Kalpara District Council approved a Land Use consent application to construct and operate a petrol station, car and boat wash down facility and future business area to be undertaken on the site. The petrol station included a 550m² service station building and a carport canopy of 795m² with 4 pump stations. The future service business area had a floor area of 620m². The approved land use consent also included provision for 44 carparking spaces, 2 loading bays, signage and storage of LPG. The consent has a life of 10 years and expires after this time, however an extension of time can be applied for. Through granting of the land use consent application Council has deemed that the site is a suitable site for a Commercial use.

The applicant (North City Developments) now wishes to pursue the option of a Private Plan Change to rezone the site from Residential to Commercial. This rezoning would better reflect the land use which has been deemed acceptable on site by Council and would provide greater flexibility in terms of the Commercial use that can be undertaken on site (rather than what has been consented).

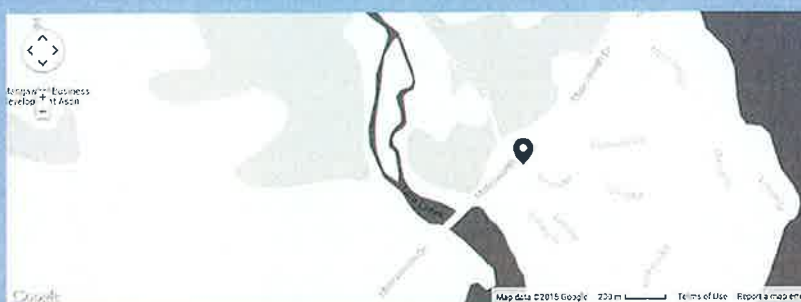
As the site is adjacent to existing residential development, rezoning land adjacent to Commercial can create reverse sensitivity issues, therefore it is likely that specific design guidelines or additional rules over and above the current Commercial Zone provisions will be prepared through the plan change process. Examples could include- ensuring that the height limit of buildings adjacent to residential dwellings remains at the residential height limit in the plan, ensuring that any land use requires landscaping, buffer planting, design of service areas and so forth. This is where you can help provide us with your feedback to assist us in the process.

Click [here](#) or on the thumbnails below to see a copy of the land use consent plan approved by Council along with 3D Impressions of the consented plan.



SITE LOCATION

CORNER OF ESTUARY DRIVE AND MOLESWORTH DRIVE



WHAT IS THE PRIVATE PLAN CHANGE PROCESS?

Any person can make a request to Council to undertake a Private Plan Change. The Resource Management Act 1991 sets out the process required to be followed and information required to be prepared. The basic steps are as follows – We are at the Informal Community Consultation Stage:

Background Investigation

1

Informal Community Consultation

2

|
Formation of Options, Objectives, Provisions

|
Preparation of Section 32 Report (the Private Plan Change)

|
Lodge with Council

|
Formal process under the Resource Management Act 1991 in terms of notification and submissions begins here

We are in the initial stages of the process which is informal community consultation where we are seeking your views which we can use when developing the Private Plan Change. The formal notification process under the Resource Management Act 1991 where Council requests submissions does not commence until the Private Plan Change is lodged with Council.

Click [here](#) to see further information on the Private Plan Change process.

SITE ANALYSIS

As part of the background information prepared we have undertaken site analysis in terms of the site, its location and the surrounding neighbourhood context.

Opportunities Include:

- Site is adjacent to Mangawhai Park which is becoming Mangawhai's community recreational hub;
- Molesworth Peninsula residential area is growing and requires servicing;
- Mangawhai Heads and Village Centres are almost at capacity;
- Pedestrian and cycle linkages could be provided and enhanced with Mangawhai Park;
- The site has views over the upper reaches of the Mangawhai Estuary;
- Streetscape could be enhanced;
- Provide for vibrant and innovative urban design and public spaces for Mangawhai

Constraints Include:

- Potential for reverse sensitivity issues with adjacent residential zoned land, therefore design guidelines and additional provisions will be crucial in ensuring that reverse sensitivity issues on the adjacent residential environment are taken into consideration;
- Molesworth Drive is a main road, however the speed limit is now 50kmph;

Click [here](#) or on the thumbnails below to see the site analysis plans which have been prepared.



DISTRICT PLAN

The Kaipara District Plan became Operative November 2013. The District Plan has specific objectives, policies and provisions (generally rules) for each zone including the **Residential** and **Commercial** zone. Some of these rules are different and some are similar in nature. A summarized table is provided below which provides a basic summary of the current Residential provisions v's Commercial provisions in relation to the site, those provisions not relevant to the site have not been included (e.g. vegetation clearance etc).

If you would like to read more about the District Plan [click here](#).

PERMITTED ACTIVITY TABLE	SUMMARY OF DIFFERENCES / SIMILARITIES BETWEEN RESIDENTIAL AND COMMERCIAL PROVISIONS	SIMILARITY KEY
	<i>(Note: that any activity not complying with the below permitted activity standards can be undertaken by applying for resource consent). (Council may grant or refuse a resource consent).</i>	
Excavation and Fill	The earthworks provisions are similar in nature however the Commercial / Industrial provisions allow for 300m ³ of earthworks to be undertaken within a 12 month period and in the Residential (Harbour Overlay) zone the earthworks provisions allow for 100m ³ of earthworks over a 12 month period.	Different
Dwellings	Construction of a dwelling in the Residential Zone is permitted if it complies with the minimum net site area requirement. Construction of a dwelling in the Commercial Zone is a permitted activity and have additional criteria that are required to be met including any upper level dwelling in the Commercial zone is required to provide for a balcony. There is no separation distance requirement (from any detached dwelling) in the Commercial zone (which provides for attached housing and mixed use). Dwellings in the Commercial zone are required to comply with the Private Open Space requirement which is the same requirement found in the Residential zone.	Different
Dwelling Floor Levels	Dwelling floor level requirements are the same in the Residential and in the Commercial Zone	Same
Commercial and Industrial Buildings	These provisions only relate to the Residential Zone and ensure that any commercial and industrial use undertaken in the Residential Zone can ensure that adequate services are available in terms of stormwater, wastewater, water supply for use and to meet NZ Fire Service code of practice.	Different
Maximum Height	The Residential provisions (in an Overlay) allow for buildings up to 8 metres in height. The Commercial provisions allow for buildings up to 12 metres in height. This is a 4 metre difference in permitted height limits between the zones.	Different
Height in relation to boundary	The height in relation to boundary provisions are the same in both the Residential and Commercial zones	Same
Setbacks	Setback requirements in the Commercial zone are more restrictive than in the Residential zone, where the site adjoins residentially zoned land. The Commercial zone requires a 5 metre side and rear setbacks adjoining Residential zone land, where setbacks in the Residential zone are between 1.5m and 3m for side and rear yards.	Different
Screening of Storage Area	The Commercial zone requires screening of storage areas from public places and residential zoned land by planting or fencing to a height of 1.8 metres, this is not a requirement of the Residential zone.	Different
Verandahs	The Commercial zone requires a verandah to be constructed for any building fronting the street frontage, this is not a requirement in the Residential Zone.	Different
Separation Distance for Noise Sensitive Activities	Noise sensitive activities include residential use, hospitals, homes for the aged, places of assembly for cultural, entertainment, recreation, leisure, education facilities, conference centres, public halls, childcare facilities, theatres, schools, hotels, cinemas, golfcourses, museums and other similar uses and activities. A 300 metre separation distance is required between a commercial activity and a noise sensitive activity in the Residential zone. In the Commercial zone a 300m separation distance is also required between activities such as Panel beating, motor vehicle manufacturing, animal boarding, service station, intensive farming, stock sale yards, refuse, recycling and transfer stations, sewage treatment or other site of plant or animal effluent, storage and disposal, mining or quarrying.	Different
Relocation of Buildings	Relocated building requirements are similar in both zones, however in the Residential Zone the dwellings must have been previously designed and used as a dwelling.	Different
Private Open Space	The private open space provision in the Residential zone is the same as the private open space provision outlined under the Dwellings provision in the Commercial zone.	Same
Permeable Surfaces	Permeable surface provisions differ. The Residential Zone provides for 40% impermeable surfaces (including building coverage) and the Commercial zone requires a certain area for on-site wastewater and stormwater disposal if it is to be treated on site.	Different
Building Coverage	Building coverage is 35% in the Residential Zone and there is no maximum building coverage in the Commercial zone.	Different
General Noise	The noise limits for a Commercial zone adjoining the boundary of a Residential zone are the same as the Residential zone. Noise limits in the Commercial zone not adjoining the boundaries of a Residential zone are greater. Noise limits in the industrial zone are slightly higher. In terms of the site, given the site adjoins Commercial, the Residential noise limits apply.	Same

Construction Noise and Temporary Activities	Construction noise and temporary noise provisions are the same in both the Residential and Commercial zones.	Same
Wind Generation Noise	The same in both zones.	Same
Vibration	The same in both zones.	Same
Traffic Intensity	Traffic intensity volumes increase significantly between permitted standards in the Residential zone and Commercial zone, however both zones are required to relate to the Traffic Intensity Factor Guidelines which provide potential activity based traffic intensity levels for various activities.	Different Same
Hazardous Substances	Hazardous substances provisions are more rigorous in the Residential Zone than in the Commercial zone.	Different
Lighting and Glare	The provisions in terms of lighting and glare for both the Residential and Commercial zones are the same.	Same
Signage	Signage in the Commercial zone provides for more flexibility in terms of signage and provides criteria for Verandah signage.	Different
Vehicle access and driveways	Provisions are the same for both zones.	Same
Fire safety	Provisions are the same for both zones.	Same
Parking	Provisions are the same for both zones, however the Commercial zone includes provision for the formation of parking areas.	Same
Loading	Provisions are the same for both zones.	Same
Parking and loading Spaces Required and Traffic Intensity Guidelines	The District Plan specifies tables in relation to these requirements in relation to land use activities, these land use activities are within any zone and therefore the provisions are the same.	Same

WHERE TO FROM HERE?

As part of the Private Plan Change process options are required to be assessed, the 5 main options have been identified as:

- 1) *Status Quo – site remains Residential, any commercial land use different to the approved land use consent can be applied for as a resource consent;*
- 2) *Implementation of the Land Use consent (for the petrol station and future business area);*
- 3) *Rezone the site to the existing Commercial zone in the District Plan;*
- 4) *Rezone the site to the existing Commercial zone in the District Plan however prepare additional provisions (rules and design guidelines) specific to the site and the locality (adjacent to residential development);*
- 5) *Rezone the site to an entirely new Commercial Zone.*

Through the private plan change process the above options are required to be assessed in terms of efficiency and effectiveness and in terms of social, environmental, economic and cultural effects in order to ensure that the best practicable option is selected.

Click on the thumbnails below to see what could potentially be undertaken on site if the site was re-zoned Commercial.



[+ GALLERY 1](#) [+ GALLERY 2](#) [+ GALLERY 3](#)

Subscribe to receive updates on the Private Plan Change

Sign up with your email address to receive news and updates.

We respect your privacy



Feedback / Comments

We would like to receive your comments and feedback in order to help us determine what the best option would be.

If you would like to be informed of updates, please subscribe to our newsletter by submitting your details at the bottom of the page.

Name *

First Name

Last Name

Email Address *

Message *

SUBMIT

[+ GALLERY 1](#) [+ GALLERY 2](#) [+ GALLERY 3](#)

Subscribe to receive updates on the Private Plan Change

Sign up with your email address to receive news and updates.

First Name

Last Name

Email Address *

SIGN UP

We respect your privacy.



CORNER OF MOLESWORTH DRIVE AND
ESTUARY DRIVE, MANGAWHAI HEADS

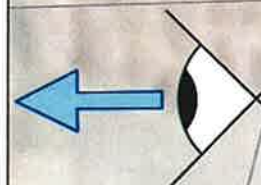
DRAFT SITE DIAGRAM

LOT 1 DP 341981 MOLESWORTH DRIVE

CLIENT : NORTH CITY DEVELOPMENTS

KEY

-  Subject Site boundaries
-  Surrounding Site boundaries
- EXISTING SURROUNDING RESIDENTIAL BUILDINGS**
 -  Surrounding Single Storey Residential Dwellings
 -  Surrounding Double Storey Residential Dwellings
- POTENTIAL LAND USE**
 -  2 Storey Mixed Use Commercial Building Office/Residential Spaces above Ground Level
 -  1 Storey Large Commercial Area (height limit due to adjacent residential dwelling)
- CIRCULATION**
 -  Primary Traffic Route (2 way)
 -  Secondary Traffic Route (one way) / Service Lane (one way)
- SOFTSCAPE**
 -  Green Public Space
 -  Low Lying Vegetation
 -  High Vegetation Screening / Buffer
 -  Street Trees
- HARDSCAPE**
 -  Carpark
 -  Footpath
 -  Loading Spaces
- ACTIVE AREAS**
 -  Shared Zone/Flexi Activity Space
 -  Indoor/Outdoor Interaction
 -  Sites Active Front



Viewshafts towards the
estuary to be utilised by
ground floor areas of the
Mixed Use development
fronting Estuary Road



18

SHEET

SCALE 1:500 @ A3

Note that all measurements are in metres unless shown

DESIGN DREAM PLANNING

DRAWN BY EJ ON 09 / 03 / 15

JOB # WA

VERSION PPC 14001

DREAM PLANNING

PO BOX 123, MANGAWHAI
PH (09) 431 4568
EMAIL admin@dream-inc.co.nz
WEB www.dreaminc.co.nz



All drawings are the property & copyright of Dream Planning

**CORNER OF MOLESWORTH DRIVE AND
ESTUARY DRIVE, MANGAWHAI HEADS**

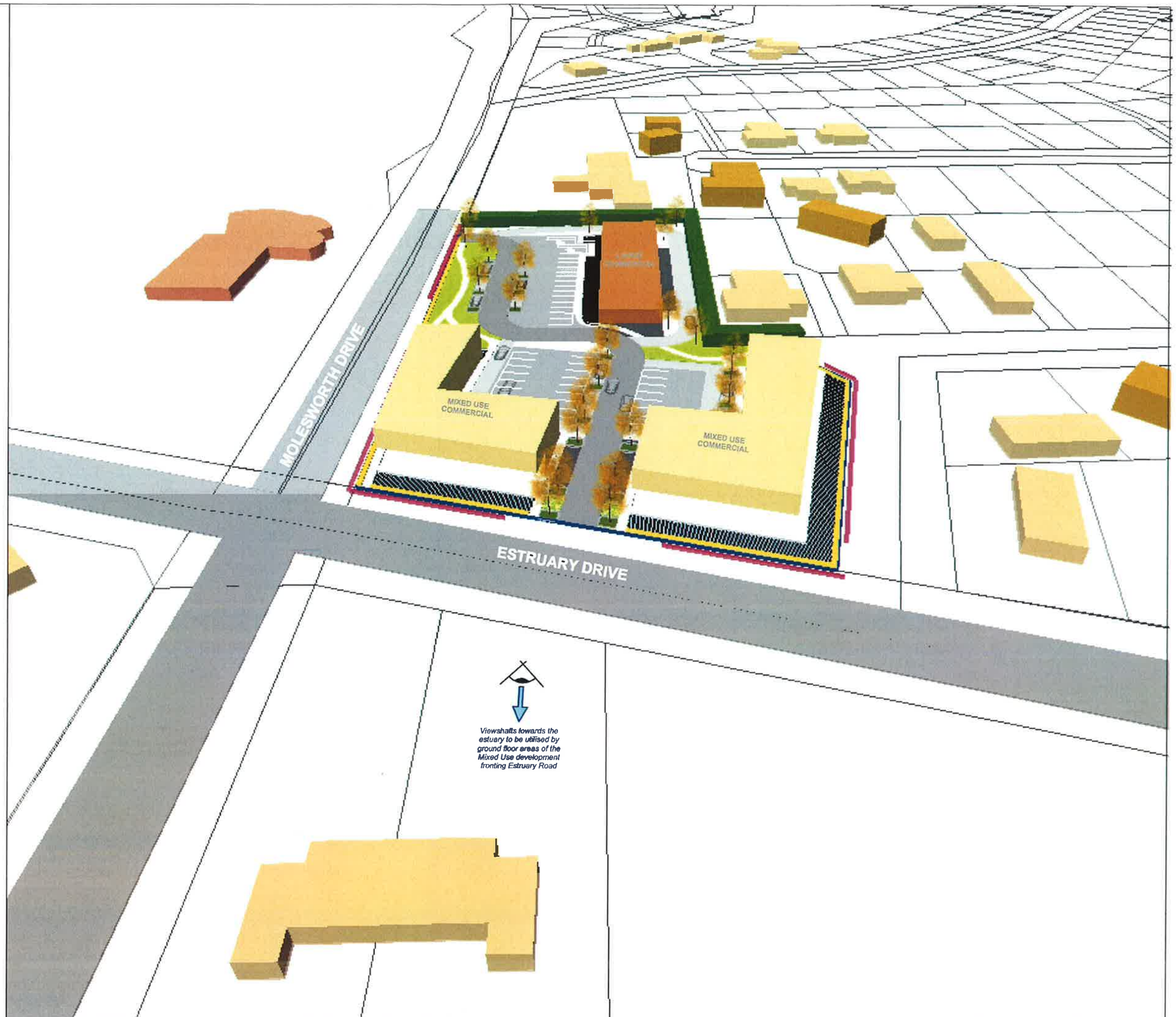
DRAFT ISOMETRIC SITE DIAGRAM

LOT 1 DP 341981 MOLESWORTH DRIVE

CLIENT : NORTH CITY DEVELOPMENTS

KEY

-  Subject Site boundaries
-  Surrounding Site boundaries
- EXISTING SURROUNDING RESIDENTIAL BUILDINGS**
 -  Surrounding Single Storey Residential Dwellings
 -  Surrounding Double Storey Residential Dwellings
- POTENTIAL LAND USE**
 -  2 Storey Mixed Use Commercial Building Office/Residential Spaces above Ground Level
 -  1 Storey Large Commercial Area (height limit due to adjacent residential dwelling)
- EXISTING SURROUNDING COMMERCIAL BUILDINGS**
 -  Mangawhai Museum
- SOFTSCAPE**
 -  Green Public Space
 -  Low Lying Vegetation
 -  High Vegetation Screening / Buffer
- HARDSCAPE**
 -  Carpark
 -  Footpath
 -  Loading Spaces
- ACTIVE AREAS**
 -  Shared Zone/Flexi Activity Space
 -  Sites Active Front



19
SHEET

SCALE : Not Applicable @ A3

Note that all measurements are in metres unless shown

DESIGN DREAM PLANNING

DRAWN BY E.J. ON 09 / 03 / 15

JOB # VA

VERSION PPC 14001

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INDOOR/OUTDOOR ACTIVITY ZONE



OFFICE BUILDING

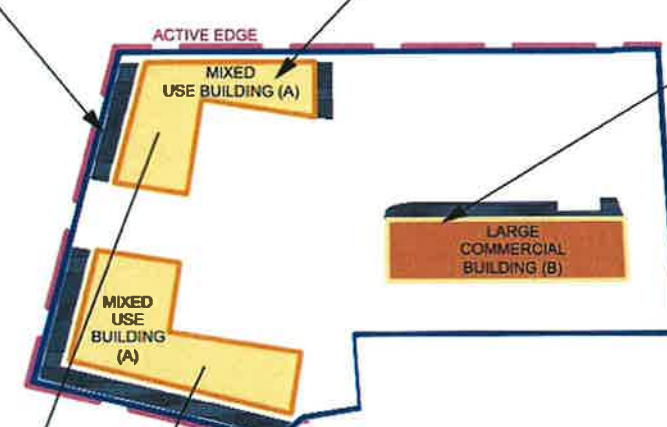


LARGE COMMERCIAL AREA



COMMERCIAL SPACE

- Utilise Viewshafts towards the estuary by developing the ground floor areas of the Commercial Mixed Use Building (area A).
- Encourage indoor/outdoor interaction on building boundaries.
- Encourage activities such as outdoor dining to help further activate the site boundary facing Estuary Drive, reflecting the public nature of the vicinity. Use of minimal fencing/boundaries to prevent privatising these spaces.
- Create comfortable, attractive and relaxing environments for patrons.
- Contribute toward the arrival of visitors to Mangawhai Heads.



These ground level areas could have indoor/outdoor interaction space like the examples above.



CORNER OF MOLESWORTH DRIVE AND
ESTUARY DRIVE, MANGAWHAI HEADS

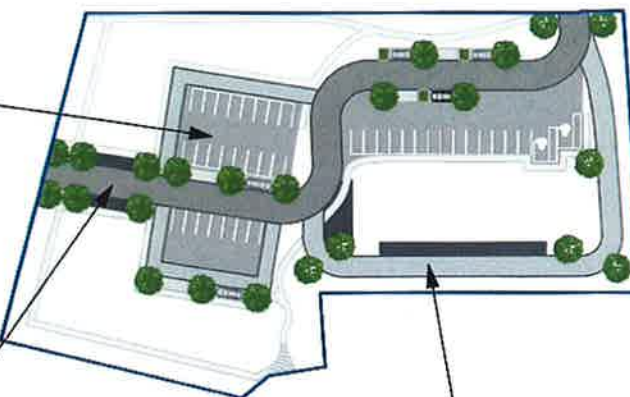
COMMERCIAL SPACE PRECEDENTS

LOT 1 DP 341981 MOLESWORTH DRIVE

20 SHEET	SCALE : Not Applicable @ A3 <small>Note that all measurements are in metres unless shown</small>
DESIGN	DREAM PLANNING
DRAWN	BY E.J. ON 09 / 03 / 15
JOB #	VA
VERSION	PPC 14001
	DREAM PLANNING
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<small>All drawings are the property & copyright of Dream Planning</small>	



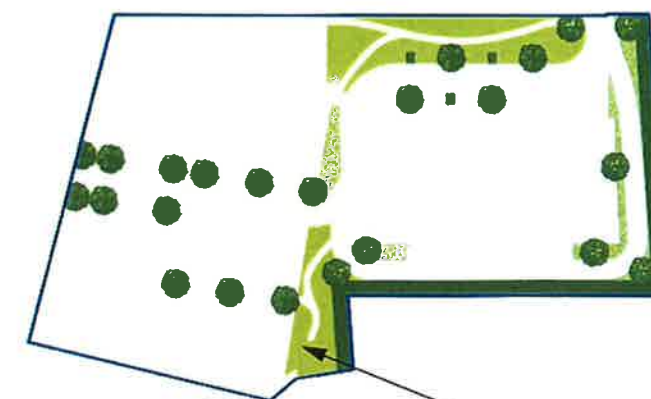
PARKING



SERVICE LANE

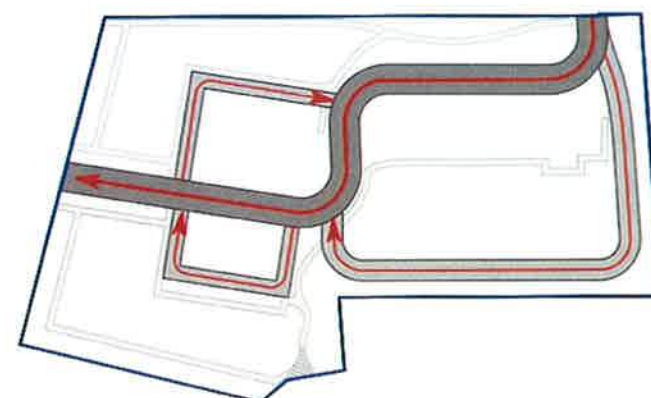
STREET

- Primary road centrally located and developed as a strong organising element.
- Wide paved footpaths and the potential to widen these on Molesworth Drive to encourage pedestrian access along this route.
- Street trees and planted areas to provide functional and aesthetic opportunities for environmental enhancement.
- Planting used to integrate road environment with surrounding landscape.
- Raised planters to help provide informal seating arrangements, define spaces and positively influence pedestrian movement.



GREEN SPACE

- Potential space for public art.
- Potential seating arrangement.



CORNER OF MOLESWORTH DRIVE AND
ESTUARY DRIVE, MANGAWHAI HEADS

STREET & GREEN SPACE PRECEDENTS

LOT 1 DP 341981 MOLESWORTH DRIVE

CLIENT : NORTH CITY DEVELOPMENTS

21
SHEET

SCALE : Not Applicable @ A3

Note that all measurements are in metres unless shown

DESIGN

DREAM PLANNING

DRAWN

BY EJ ON 09 / 03 / 15

JOB #

VA

VERSION

PPC 14001



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Appendix 4

Mangawhai Focus Editorial

PUBLIC NOTICE

North City Developments: Have your say on Private Plan Change, Cnr Molesworth Drive and Estuary Drive

Background why?

The vacant site is located on the corner of Molesworth Drive and Estuary Drive, opposite the Mangawhai Museum. In 2007 Kaipara District Council approved a Land Use consent application to construct and operate a petrol station, car and boat wash-down facility and future mixed business area. The petrol station included a 550sqm service station building and a carport canopy of 795sqm with four pump stations. The future service business area had a gross floor area of 620sqm.

The approved land use consent also included provision for 44 carparking spaces, 2 loading bays, signage and storage of LPG. The consent has a life of 10 years and expires in 2017. In granting consent to the land use consent application, Council has deemed that the site is a suitable site for a Commercial use.

North City Developments now wishes to pursue the option of a Private Plan Change to rezone the site from Resi-

dential to Commercial. This rezoning would better reflect the land use which has been deemed acceptable on site by Council and would provide greater flexibility in terms of the Commercial uses (other than the consented petrol station) that can be undertaken on site.

Through rezoning the site, different rules in the District Plan would apply to the site. Some of the Residential and Commercial rules are the same (eg. noise limits adjacent to residential) however some differ (eg. height limit, building coverage).

Potential constraints to think about include:

- Potential for reverse sensitivity issues with adjacent residential zoned land, therefore design guidelines and additional provisions will be crucial in ensuring that reverse sensitivity issues on the adjacent residential environment are taken into consideration;
- Molesworth Drive is a main road, however the speed limit is now 50kph;

As the site is adjacent to existing residential development, rezoning land Commercial use can create reverse sensitivity issues, therefore it is likely that specific design guidelines or additional rules

over and above the current Commercial Zone provisions will be prepared through the plan change process. Examples could include ensuring that the height limit of buildings adjacent to residential dwellings remains at the residential height limit in the plan, ensuring that any land use requires landscaping, buffer planting, design of service areas and so forth. This is where you can help provide us with your feedback to assist us in the process.

Have your say

We are in the informal stage of the process where we are seeking feedback and comment from adjacent landowners, members of the community and interest groups prior to submitting the plan change to Council. Once the Private Plan Change is submitted to Council, Council will formally notify the Private Plan Change and you will have the ability to make a formal submission.

A website has been devel-



REZONING: North City Developments are seeking to rezone this parcel of land and are asking for public feedback.

oped, molesworthppc.space.com, which provides further information on the project and has a section to provide your comment and feedback on the proposed plan change. Please visit the comments section of the website and provide your feedback. Also add your contact

details if you wish to be added to our email list for updates on the project. Alternatively you can send written correspondence to North City Developments c/- Po Box 123, Mangawhai 0540.

BUZZ IN THE BAY

NEWS BRIEFS FROM AROUND WAIPU AND BREAM BAY

Waipu Razza

Charity Quiz Night is

learning continues to be nurtured within

Mosley who entered an amazing Rosemary

the local fashion event of the year, split into

and hilarious on-stage humour. Sandy was the

Molesworth

4 FOUR SQUARE

3 Wood Street

Appendix 5

Feedback received (table format) and Hard copies

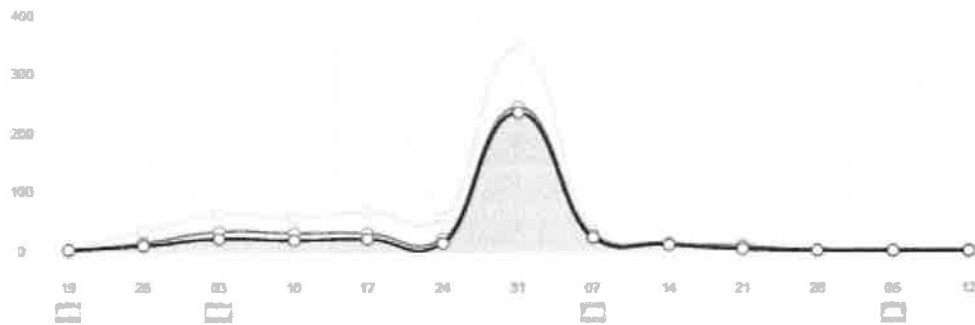
OVERVIEW

HOURLY

DAILY

WEEKLY

MONTHLY

**418** avg
Visits
38**670** avg
Page Views
60**351** avg
Audience Size
31

	Visits	Page Views	Audience Size
Jul 12	0	0	0
Jul 05	1	1	1
Jun 28	1	1	1
Jun 21	8	9	3
Jun 14	11	13	9
Jun 07	27	33	23
May 31	246	345	236
May 24	20	55	13
May 17	30	65	20
May 10	30	55	18
May 03	31	61	19
Apr 26	13	32	8
Apr 19	0	0	0

BROWSERS

38.76% 162
Chrome**23.92%** 100
Safari**22.97%** 96
KHTML**8.37%** 35
Unknown**3.59%** 15
Gecko(Firefox)**1.67%** 7
IE**0.72%** 3
IE9

OPERATING SYSTEMS

30.14% 126
iPhone**19.86%** 83
MacOSX**17.46%** 73
Win7**17.22%** 72
Android**11.48%** 48
Win8**2.39%** 10
WinVista**0.72%** 3
WinXP**0.72%** 3
Win

#	DATE	SUBMITTER	CONTACT DETAILS	RESPONSE
1	19/05/15	Kamal Jasra	kamal.jasra@hotmail.com	I am interested in your project of service station at Molesworth Drive Mangawhai. Can you forward detailed information on this project please.
2	19/05/15	Ross Hinton	ross@nationalartsupplies.co.nz	At this stage the preferred option is "Status Quo" that it remain as residential. I think there is a need for this type of project but not as a greeting to Mangawhai and preferably hidden and further away from this area.
3	19/05/15	Anil Sharma	anil.sharma@aucklandtransport.govt.nz	There is other Mobil already in the area of low population town, will the sale of new station effected?
4	21/05/15	Andrea Gardner	johnandy@xtra.co.nz	In my opinion the commercial development is not aesthetic with the museum development over the road. The museum area as I understand is to have a historic village and Arts centre. To have over the road a commercial venture does not complement the area which also has new up market housing on the other side of Estuary Drive.
5	25/05/15	David Nathan	david@angloasia.co.nz	I am a director of Sanctuary North Ltd. Sanctuary North Ltd is the owner of 51 residential lots on Cove Rd and is affected by this proposed zoning change. We support the change as described.
6	25/05/15	Anthony Roberts	Brickits55@gmail.com	Initial feedback In my opinion this site should remain zoned residential. It would be far more beneficial to establish some sort of retirement village model, along the lines of what is proposed on the vacant land next to the Mangawhai Tavern. Points to raise are: 1. An existing proposal for the same type of development (business park etc) only 500 meters further down Molesworth Drive, but on the left (incoming) side of the road. This location is predominantly more suitable. 2. The close proximity to subdivisions of already established residential housing. 3. The new Museum, Café, Ambulance station, "Activity" Park, have no real bearing on whether a petrol station exists or otherwise. 4. This site is an intersection, and already has substantial traffic difficulties at peak times. The existence of both an ambulance station and what is predominantly a children's playground on the opposite side of the road - is exactly a reverse requirement in a safety context. There are several other factors, but these are the obvious that come to mind - the first of course being the business park proposal a short distance away in a more advantageous position.
7	27/05/15	David Foster	18 Holiday Crescent, Mangawhai Heads 09 431 5667 027 4315005 dfoster60@me.com	I am not in favour, nor supportive of a PPC for the site without an approved "Development Plan" in place that gives clarity to what may happen in the future on this site. I am supportive of a change from the current Res Consented "mixed use" development of commercial and petrol station to a more holistic commercial development. <ul style="list-style-type: none"> The current approved scheme had some good points in that it kept the frontage open and green and set the buildings back. However, it did not provide a "community" interface with the street or the museum, there was not "gateway" planning. The European based Urban Planning of developments forming a "hard street edge" and "Active street edge", I feel do not apply, nor fit well within the Mangawhai sea side open based urban aspect of the area. Proved a street interface that is open, visually interesting allows for visual linking and a structured "Interface Gateway" with the museum.

8	5/05/15	Bill and Marion Naish	wmnaish@xtra.co.nz	As the landowners most affected by a change in zoning, we make the following comments. Norfolk drive has a narrow access and any increase in road usage needs consideration. the school bus drops off and picks up outside the property, so childrens safety is a priority. We are keen to see development of this site but feel the existing zoning is adequate and any change would result in the neighbouring properties having less opportunities to comment on future works. In short, we support the status quo option and oppose rezoning to commercial. Regards, Bill and Marion Naish
9	19/05/15	John Taylor	john_pat@hotmail.com	I am a resident in Norfolk Drive Mangawhai. I have viewed the change to rezone the block of land on the corner of Molesworth, Estuary Drive and Norfolk Drive. The concern I wish to raised and be considered is the height of 12 metre for any commercial building. I ask this be reconsidered to meet the same maximum standard height for residential buildings of 8 metres. This height would be intrusive upon the residents privacy in Norfolk Drive. I respectfully ask you consider my concerns. Yours faithfully John Taylor 30b Norfolk Drive
10	15/06/15	Graeme D Smith	Friends of Mangawhai Community Park P.O. Box 5 Mangawhai 0540	Dear Kylie Re: Proposed Private Plan Change – Lot 1 DP 341981 Corner Molesworth and Estuary Drives Warren Stott of the MAZ Committee, forwarded your letter of 7 May to the Steering Committee of the Friends of the Mangawhai Community park to be discussed at the meeting held 12 June. The latter organisation is an "umbrella" committee that was formed to initially oversee development of the park and now acts as a liaison body between park users and the owner of the area, the Kaipara District Council. The committee does not have authority to represent the user groups and suggests that you contact each. Organisations that have leases on the park land are: The Mangawhai Museum Mangawhai Golf Club St Johns New Zealand Fire Service The Mangawhai Club MAZ Mangawhai Arts Group (currently negotiating lease) Yours sincerely Graeme D Smith Secretary
11	21/06/15	Mike Woodward	mrwoodward@worldnet.co.nz	I received your letter re a service station / commercial. I own the property diagonally opposite along Estuary Drive (between Japo and Rex deBaugh). It's likely I'd support customer's proposals, so let me know if you want me to sign anything for your application. Regards, Mike Woodward. Airey Limited. 021 275 2570.

12	18/06/15	Tina Latimer	Tlatimer@uriohau.co.nz	<p>Dear Kylie</p> <p>Further to our conversation today in regards to the Private Plan Change involving the rezoning of Lot 1 DP 341981 from residential to commercial, this is to confirm that Te Uri o Hau have no issues in respect to the private plan change at this stage.</p> <p>As discussed, Te Uri o Hau will be required to become involved once the applicants propose to process their application for resource consents under the Resource Management Act 1991 with the Kaipara District Council.</p> <p>I also confirm that Te Uri o Hau would like to be involved in any discussions in respect of the decommissioning of the underground waste water treatment infrastructure, as I understand that the site in question - Lot 1 DP 341981 was a former waste water treatment plant for Mangawhai.</p> <p>To ensure the process runs smoothly, I will have Waimarie Bruce forward Environs Holdings Limited Protocols and Policies 2015 - 2016, so we can commence discussions at the earliest possible notice with the applicant.</p> <p>Kind Regards Tina Latimer Environs Lead Environs Holdings Limited Level 2 3-5 Hunt Street Whangarei Phone (09) 4395007 x 7 Cell (027) 367 3155 tlatimer@uriohau.co.nz</p>
13	30/06/15	Kathryn O'Reilly	Kathryn.O'Reilly@mwhglobal.com	<p>Hi Kylie,</p> <p>It was good to catch at last.</p> <p>Development/changes in the Molesworth Drive area:</p> <ul style="list-style-type: none"> • A concrete footpath is plan to run from Moir Point Road right down to the bridge on the southern side. • Apart from the Museum, there is going to be a pioneer village opposite your site, they are currently looking at parking and general traffic issues in the area. • The seal on Estuary Drive is being extended through to the end of the seal on Moir Point Road over the next two years, Estuary Drive will be happening later this year. • Stormwater is an issue in Mangawahi, currently there cannot be any addition Stormwater discharged in to the estuary from the area above Estuary Drive. KDC are now very strict on the before and after development Stormwater discharge, effective onsite disposal is required. <p>Hope this information is helpful.</p> <p>Cheers, Kathryn</p>

02/07/2017

Subject: Service station enquiry

Service station enquiry

Kamal Jasra <kamal.jasra@hotmail.com>

Tue 02/07/2017 2:56 pm
To:

To: Emma Jackson <emma.j@draxinc.co.uk>

Hi
I am interested in your project of service station at: Molesworth Drive Mangawhai. Can you forward detailed information on this project please.
Regards
Kamal Jasra

Mangawhai Office 06 322 0000

4/5

5/25/2015

Quoted from Submission - Molesworth Drive Feedback

2



Emma Jepsen <dreamplanninginc@gmail.com>

Form Submission - Molesworth Drive Feedback

Squarespace <no-reply@squarespace.com>
Reply-To: ross@nationalartsupplies.co.nz
To: dreamplanninginc@gmail.com

Tue, May 19, 2015 at 5:11 PM

Name: Ross Hinton

Email Address: ross@nationalartsupplies.co.nz

Message: At this stage the preferred option is "Status Quo" that it remain as residential. I think there is a need for this type of project but not as a greeting to Mangawhai and preferably hidden and further away from this area
(Sent via [NORTH CITY DEVELOPMENT](#))

Grand Prix Submission: [Morganella Diet Feedback](#)



Tue, May 19, 2015 at 11:58 AM

(Sent via [NORTH CITY DEVELOPMENT](#))

Closed Farm Settlements: Motorists Drive Feedback

Ernst Janson <dreamkruning@gmail.com>

Thu, May 21, 2015 at 4:17 PM

Name: Andrea Gartner

Email Address: johnnandye@extra.co.nz

Message: in my opinion the commercial development is not aesthetic with the museum development over the road. The museum area as I understand is to have a historic village and Arts centre. To have over the road a commercial venture does not complement the area which also has new up market housing on the other side of Estuary Drive. I think the service/wash station should remain in the area proposed approximately half way between Mangawhai Village and Mangawhai Heads village.

(Sent via NORTH CITY DEVELOPMENT)

5/25/2015

FW: North City Developments - Emma Jepson

FW: North City Developments

Kylie McLaughlin-Brown

Mon 25/05/2015 10:35 a.m.
i@pda

1 cc Emma Jepson <emma.j@dream-inc.co.nz>;

Hey Em

Can you please add to the PPC consultation

Kylie McLaughlin-Brown
Planner / Landscape Architect
BLA, MPLANPRAC (hon)
MNZILA (grad) MNZPI (grad)

Phone (09) 431 4568

From: David Nathan [mailto:david@angloasia.co.nz]
Sent: Saturday, 23 May 2015 11:36 a.m.
To: Kylie McLaughlin-Brown
Subject: North City Developments

I am a director of Sanctuary North Ltd.
Sanctuary North Ltd is the owner of 51 residential lots on Cove Rd and is affected by this proposed zoning change.
We support the change as described.
David Nathan

5/25/2015

Quail - Form Submission - Molesworth Drive Feedback

6



Emma Jepeon <dreamplanninginc@gmail.com>

Form Submission - Molesworth Drive Feedback

Mon, May 25, 2015 at 4:26 PM

Squarespace <no-reply@squarespace.com>
Reply-To: Brick1555@gmail.com
To: dreamplanninginc@gmail.com

Name: Anthony Roberts

Email Address: Brick1555@gmail.com

Message: Initial feedback In my opinion this site should remain zoned residential. It would be far more beneficial to establish some sort of retirement village model, along the lines of what is proposed on the vacant land next to the Mangawhai Tavern.

Points to raise are:

1. An existing proposal for the same type of development (business park etc) only 500 meters further down Molesworth Drive, but on the left (incoming) side of the road. This location is predominantly more suitable.
2. The close proximity to subdivisions of already established residential housing.
3. The new Museum, Café, Ambulance station, "Activity" Park, have no real bearing on whether a petrol station exists or otherwise.
4. This site is an intersection, and already has substantial traffic difficulties at peak times. The existence of both an ambulance station and what is predominantly a children's playground on the opposite side of the road - is exactly a reverse requirement in a safety context.

There are several other factors, but these are the obvious that come to mind - the first of course being the business park proposal a short distance away in a more advantageous position.

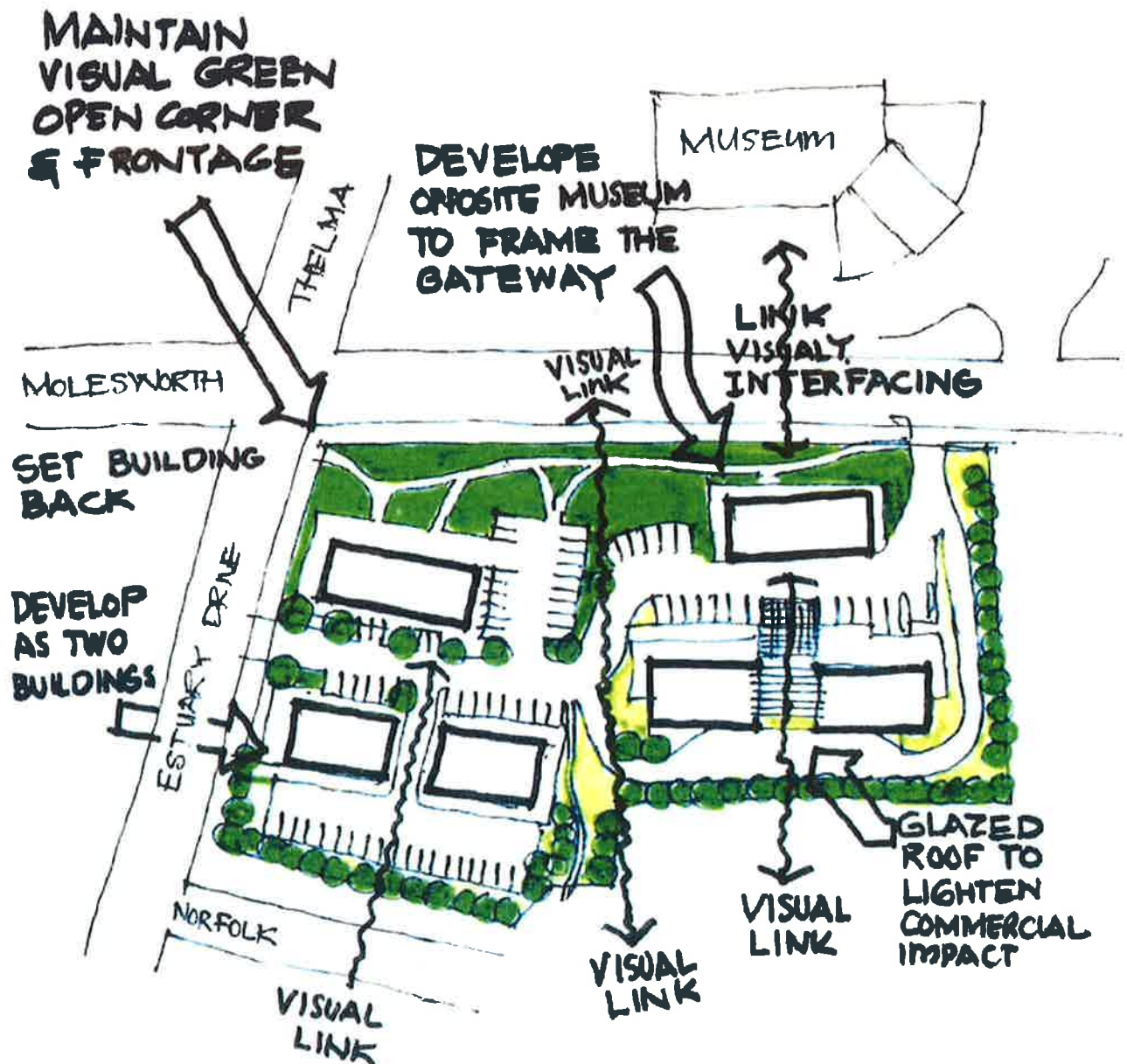
(Sent via NORTH CITY DEVELOPMENT)

North City Developments
Private Plan Change - Lot 1 DP 341981
Molesworth / Estuary Drive.

**SUBMISSION OF DAVID FOSTER - 18 HOLIDAY CRESC
MANGAWHAI HEADS**

- * I am not in favor, nor supportive of a PPC for the site without an approved "Development Plan" in place that gives clarity to what may happen in the future on this site.
- * I am supportive of a change from the current Res Consented "mixed use" development of commercial + petrol station to a more holistic commercial development.
 - The current approved scheme had some good points in that it kept the frontage open & green & set the buildings back.
 - However, it did not provide a "community" interface with the street or the Museum, there was no "gateway" planning.
 - The European based Urban Planning of developments forming a "hard street edge" & "Active street edge", I feel do not apply, nor fit well with the Mangawhai sea side open based urban aspect of the area.
 - Provide a street interface that is open, visually interesting, allows for visual linking & a structured "Interface Gateway" with the Museum.

David Foster
18 Holiday Crescent
Mangawhai Heads
Ph 0274315005
4315667



COMMERCIAL DEVELOPMENT PLAN

- Keep the Molesworth / Estuary Dr frontage open & green back to an interfacing museum building.
- Provide a "Gateway" development opposite from the Museum and Architecturally "link" these two entities.
- Break the back buildings into smaller development buildings to permit better visual connections & not "bland" Hub type frontages
- Streetscape development to provide visual interest

DAVID FOSTER
Architect (retired)

General: From Submersant. Midway with Drive Hooded.



Fri, Jun 5, 2015 at 9:46 AM

Squarespace <no-reply@squarespace.com>
Reply-To: wmaish@xtra.co.nz
To: dreamslruingino@gmail.com

Name: Bill and Marion Naish

Email Address: winaish@xtra.co.nz

Message: As the landowners most affected by a change in zoning, we make the following comments. Norfolk drive has a narrow access and any increase in road usage needs consideration. The school bus drops off and picks up outside the property, so childrens safety is a priority. We are keen to see development of this site but feel the existing zoning is adequate and any change would result in the neighbouring properties having less opportunities to comment on future works. In short, we support the status quo option and oppose rezoning to commercial. Regards, Bill and Marion Nash

(Sent via **NORTH CITY DEVELOPMENT**)

9

-----Original Message-----

From: John _ Pat Taylor [mailto:john_pat@hotmail.com]

Sent: Tuesday, 19 May 2015 6:35 p.m.

To: Kylie McLaughlin-Brown

Subject: Mangawhai Developement

I am a resident in Norfolk Drive Mangawhai. I have viewed the change to rezone the block of land on the corner of Molesworth. Estuary Drive and Norfolk Drive.

The concern I wish to raised and be considered is the height of 12 metre for any commercial building. I ask this be reconsidered to meet the same maximum standard height for residential buildings of 8 metres. This height would be intrusive upon the residents privacy in Norfolk Drive.

I respectfully ask you consider my concerns.

Yours faithfully

John Taylor

30b Norfolk Drive

6/18/2015

FW: Mangawhai Community Park - Emma Jepson

10

FW: Mangawhai Community Park

Kylie McLaughlin-Brown

Thu 18/06/2015 9:47 a.m.

Inbox

To: Emma Jepson <emmaj@dream-inc.co.nz>

Hey Em

This can be added to the feedback for PPC

Kylie McLaughlin-Brown
Planner / Landscape Architect
BLA, MPLANPRAC (hon)
MNZILA (grad) MNZPI (grad)

Phone (09) 431 4568

From: Graeme [mailto:graeme.querida@xtra.co.nz]

Sent: Thursday, 18 June 2015 8:27 a.m.

To: Kylie McLaughlin-Brown

Subject: Mangawhai Community Park

Kylie

Attached is a letter from the Friends of the Mangawhai Community Park re. the Proposed Private Plan Change - Lot DP 341981

Regards

Graeme Smith

Secretary, Friends of the Mangawhai Community Park

FRIENDS OF MANGAWHAI COMMUNITY PARK

<https://outlook.office365.com/owa/projection.aspx>

1/3

6/18/2015

FW: Mangawhai Community Park - Emma Jopson

**P.O.. Box 5
Mangawhai 0540**

15 June, 2015

Kylie McLaughlin-Brown
Dream Planning Ltd
Mangawhai

Dear Kylie

Re: **Proposed Private Plan Change – Lot 1 DP 341981 Corner Molesworth
and Estuary Drives**

Warren Stott of the MAZ Committee, forwarded your letter of 7 May to the Steering Committee of the Friends of the Mangawhai Community park to be discussed at the meeting held 12 June. The latter organisation is an "umbrella" committee that was formed to initially oversee development of the park and now acts as a liaison body between park users and the owner of the area, the Kaipara District Council.

The committee does not have authority to represent the user groups and suggests that you contact each. Organisations that have leases on the park land are:

The Mangawhai Museum	Mangawhai Golf Club	St Johns
New Zealand Fire Service	The Mangawhai Club	MAZ
Mangawhai Arts Group (currently negotiating lease)		

Yours sincerely

Graeme D Smith
Secretary

Information from ESET NOD32 Antivirus, version of virus signature database 11796 (20150616)

6/18/2015

FW: Mangawhai Community Park - Emma Jepson

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

6/22/2015

FW: cnr Norfolk / Estuary - Emma Jepson

//

FW: cnr Norfolk / Estuary

Kylie McLaughlin-Brown

Mon 22/06/2015 9:43 a.m.

inbox

To: Emma Jepson <emmaj@dream-inc.co.nz>

Reponse for PPC to add

Kylie McLaughlin-Brown
Planner / Landscape Architect
BLA, MPLANPRAC (hon)
MNZILA (grad) MNZPI (grad)

Phone (09) 431 4568

From: Mike Woodward [mailto:mrwoodward@worldnet.co.nz]
Sent: Sunday, 21 June 2015 1:07 p.m.
To: Kylie McLaughlin-Brown
Subject: cnr Norfolk / Estuary

Hi Kylie,

I received your letter re a service station / commercial.

I own the property diagonally opposite along Estuary Drive (between Jepo and Rex deBaugh).

It's likely I'd support customer's proposals, so let me know if you want me to sign anything for your application.

Regards, Mike Woodward. Airey Limited. 021 275 2570.

<https://outlook.office365.com/owa/projection.aspx>

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6/22/2015

FW: cnr Norfolk / Estuary - Emma Jepson

No virus found in this message.

Checked by AVG - www.avg.com

Version: 2015.0.6030 / Virus Database: 4365/10064 - Release Date: 06/20/15

7/13/2015

FW: Private Plan Change Rezoning Lot 1 DP 341981 - Emma Jepson

12

FW: Private Plan Change Rezoning Lot 1 DP 341981

Kylie McLaughlin-Brown

Mon 13/07/2015 11:59 a.m.

Inbox

To: Emma Jepson <emmaj@dream-inc.co.nz>

Hi Em

Can you please include this into the consultation report and saved emails for PPC feedback, this is from Iwi

Kylie McLaughlin-Brown
Planner / Landscape Architect
BLA, MPLANPRAC (hon)
MNZILA (grad) MNZPI (grad)

Phone (09) 431 4568

From: Tina Latimer [mailto:TLatimer@uriohau.co.nz]
Sent: Thursday, 18 June 2015 1:52 p.m.
To: Kylie McLaughlin-Brown
Cc: Waimarie Bruce; 'Shereen Worthington'
Subject: Private Plan Change Rezoning Lot 1 DP 341981

Dear Kylie

Further to our conversation today in regards to the Private Plan Change involving the rezoning of Lot 1 DP 341981 from residential to commercial, this is to confirm that Te Uri o Hau have no issues in respect to the private plan change at this stage.

As discussed, Te Uri o Hau will be required to become involved once the applicants propose to process their application for resource consents under the Resource Management Act 1991 with the Kaipara District Council.

<https://outlook.office365.com/oowa/projection.aspx>

1/2

7/13/2015

FW: Private Plan Change Rezoning Lot 1 DP 341981 - Emma Jepson

I also confirm that Te Uri o Hau would like to be involved in any discussions in respect of the decommissioning of the underground waste water treatment infrastructure, as I understand that the site in question - Lot 1 DP 341981 was a former waste water treatment plant for Mangawhai.

To ensure the process runs smoothly, I will have Waimarie Bruce forward Environs Holdings Limited Protocols and Policies 2015 -2016, so we can commence discussions at the earliest possible notice with the applicant.

Kind Regards
Tina Latimer
Environs Lead
Environs Holdings Limited
Level 2 3-5 Hunt Street
Whangarei
Phone (09) 4395007 x 7
Cell (027) 367 3155
tlatimer@uriohau.co.nz

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7/13/2015

FW: Private Plan CHange Mangawhai Stormwater and Rooding Coun... Emma Jepson

13

FW: Private Plan CHange Mangawhai Stormwater and Rooding Council Infrastrucutre Information

Kylie McLaughlin-Brown

Mon 13/07/2015 12:03 p.m.

Inbox

To: Emma Jepson <emma.j@dream-inc.co.nz>

This is another to add to consultation

Kylie McLaughlin-Brown
Planner / Landscape Architect
BLA, MPLANPRAC (hon)
MNZILA (grad) MNZPI (grad)

Phone (09) 431 4568

From: Kathryn O'Reilly [mailto:Kathryn.O'Reilly@mwhglobal.com]
Sent: Tuesday, 30 June 2015 8:38 a.m.
To: Kylie McLaughlin-Brown
Subject: RE: Private Plan CHange Mangawhai Stormwater and Rooding Council Infrastrucutre Information

Hi Kylie,
It was good to catch at last.

Development/changes in the Molesworth Drive area:

- A concrete footpath is plan to run from Moir Point Road right down to the bridge on the southern side
- Apart from the Museum, there is going to be a pioneer village opposite your site, they are currently looking at parking and general traffic issues in the area,
- The seal on Estuary Drive is being extended through to the end of the seal on Moir Point Road over the next two years, Estuary Drive will be happening later this year,
- Stormwater is an issue in Mangawahi, currently there cannot be any addition Stormwater discharged in to the estuary from the area above Estuary Drive.

<https://outlook.office365.com/owa/projection.aspx>

1/11

7/13/2015

FW: Private Plan CHange Mangawhai Stormwater and Rooding Coun... - Emma Jepson

KDC are now very strict on the before and after development Stormwater discharge, effective onsite disposal is required.

Hope this information is helpful.

Cheers
Kathryn

From: Kylie McLaughlin-Brown [<mailto:kylie@dream-inc.co.nz>]
Sent: Friday, 19 June 2015 12:07 p.m.
To: Kathryn O'Reilly
Subject: RE: Private Plan CHange Mangawhai Stormwater and Rooding Council Infrastrucutre Information

Hi Kathryn

What time are you available? I am out of the office from 2.30 onwards today.

When are you next down this way?

Kind regards

Kylie

Kylie McLaughlin-Brown
Planner / Landscape Architect
BLA, MPLANPRAC (hon)
MNZILA (grad) MNZPI (grad)

Phone (09) 431 4568

From: Kathryn O'Reilly [<mailto:Kathryn.OReilly@mwhglobal.com>]
Sent: Friday, 19 June 2015 12:04 p.m.
To: Kylie McLaughlin-Brown
Subject: RE: Private Plan CHange Mangawhai Stormwater and Rooding Council Infrastrucutre Information

Hi Kyle,
I will be in Mangawhai this afternoon for a meeting, could we catch up afterwards.

<https://outlook.office365.com/owa/projection.aspx>

2/11

7/13/2015

FW: Private Plan CHange Mangawhai Stormwater and Rooding Coun... - Emma Jepsen

Cheers
Kathryn

From: Kylie McLaughlin-Brown [<mailto:kylie@dream-inc.co.nz>]
Sent: Friday, 19 June 2015 11:25 a.m.
To: Mark Lett
Cc: Kathryn O'Reilly
Subject: RE: Private Plan CHange Mangawhai Stormwater and Rooding Council Infrastrucutre Information

Hi mark and Kathryn

Any feedback yet with respect to the below?

Kind regards

Kylie

Kylie McLaughlin-Brown
Planner / Landscape Architect
BLA, MPLANPRAC (hon)
MNZILA (grad) MNZPI (grad)

Phone (09) 431 4568

From: Kylie McLaughlin-Brown
Sent: Friday, 5 June 2015 3:00 p.m.
To: 'Mark Lett'
Cc: Kathryn O'Reilly
Subject: RE: Private Plan CHange Mangawhai Stormwater and Rooding Council Infrastrucutre Information

Hi Mark

Any feedback

Cheers

<https://outlook.office365.com/owa/projection.aspx>

7/13/2015

FW: Private Plan CHange Mangawhai Stormwater and Roading Coun... - Emma Jepson

Kylie

Kylie McLaughlin-Brown
Planner / Landscape Architect
BLA, MPLANPRAC (hon)
MNZILA (grad) MNZPI (grad)

Phone (09) 431 4568

From: Mark Lett [<mailto:Mark.Lett@mwhglobal.com>]

Sent: Monday, 25 May 2015 11:00 a.m.

To: Kylie McLaughlin-Brown

Cc: Kathryn O'Reilly

Subject: RE: Private Plan CHange Mangawhai Stormwater and Roading Council Infrastrucutre Information

Hi Kylie

I'm still waiting on some feed back

Cheers

Mark

From: Kylie McLaughlin-Brown [<mailto:kylie@dream-inc.co.nz>]

Sent: Monday, 25 May 2015 10:42 a.m.

To: Mark Lett

Subject: RE: Private Plan CHange Mangawhai Stormwater and Roading Council Infrastrucutre Information

Hi Mark

How did you get on looking at the PPC?

Cheers

Kylie

<https://outlook.office365.com/owa/projection.aspx>

4/11

7/13/2015

FW: Private Plan CHange Mangawhai Stormwater and Rooding Coun... - Emma Jepson

Kylie McLaughlin-Brown
Planner / Landscape Architect
BLA, MPLANPRAC (hon)
MNZILA (grad) MNZPI (grad)

Phone (09) 431 4568

From: Mark Lett [<mailto:Mark.Lett@mwhglobal.com>]

Sent: Friday, 15 May 2015 2:58 p.m.

To: Kylie McLaughlin-Brown

Subject: RE: Private Plan CHange Mangawhai Stormwater and Rooding Council Infrastrucutre Information

Hi kylie

Thanks, I am aware of some possible roading plans in this area so was just looking to see how well things may merge etc

Cheers

M

From: Kylie McLaughlin-Brown [<mailto:kylie@dream-inc.co.nz>]

Sent: Friday, 15 May 2015 2:46 p.m.

To: Mark Lett

Subject: RE: Private Plan CHange Mangawhai Stormwater and Rooding Council Infrastrucutre Information

Hi Mark

I have some concept plans which we have prepared for community consultation, however the applicant won't be locked into this as he can apply for land use consent once zoned and the existing commercial rules and engineering standards will be applicable to the entire site. So basically in rezoning the site to Commercial there is no building coverage controls and in terms of impermeable / permeable surfaces as long as stormwater and wastewater can be adequately treated I don't think there are any impermeable surface maximums either.... Obviously land use consent will be required for any activity undertaken on site once its rezoned.

Here is a basic summary of the changes in provisions on the site:

Permitted Standards	Activity	Summary of Differences / Similarities Between Residential and Commercial provisions	Similarity Key
			Same= ✓

<https://outlook.office365.com/owa/projection.aspx>

5/11

7/13/2015

FW: Private Plan Change Mangawhai Stormwater and Roadway Council - Emma Jepson

(Note: that any activity not complying with the below permitted activity standards can be undertaken by applying for resource consent (Council may grant or refuse a resource consent). **Different =**

Excavation and Fill	The earthworks provisions are similar in nature however the Commercial / Industrial provisions allow for 300m³ of earthworks to be undertaken within a 12 month period and in the Residential (Harbour Overlay) zone the earthworks provisions allow for 100m³ of earthworks over a 12 month period.	
Dwellings	Construction of a dwelling in the Residential Zone is permitted if it complies with the minimum net site area requirement. Construction of a dwelling in the Commercial Zone is a permitted activity and have additional criteria that are required to be met including any upper level dwelling in the Commercial zone is required to provide for a balcony. There is no separation distance requirement (from any detached dwelling) in the Commercial zone (which provides for attached housing and mixed use). Dwellings in the Commercial zone are required to comply with the Private Open Space requirement which is the same requirement found in the Residential zone.	
Dwelling Floor Levels	Dwelling floor level requirements are the same in the Residential and in the Commercial Zone	✓
Commercial and Industrial Buildings	These provisions only relate to the Residential Zone and ensure that any commercial and industrial use undertaken in the Residential Zone can ensure that adequate services are available in terms of stormwater, wastewater, water supply for use and to meet NZ Fire Service code of practice.	
Maximum Height	The Residential provisions (in an Overlay) allow for buildings up to 8 metres in height. The Commercial provisions allow for buildings up to 12 metres in height. This is a 4 metre difference in permitted height limits between the zones.	
Height in relation to boundary	The height in relation to boundary provisions are the same in both the Residential and Commercial zones	✓
Setbacks	Setback requirements in the Commercial zone are more restrictive than in the Residential zone, where the site adjoins residentially zoned land. The Commercial zone requires a 5 metre side and rear setbacks adjoining Residential zone land, where setbacks in the Residential zone are between 1.5m and 3m for side and rear yards.	
Screening of Storage Area	The Commercial zone requires screening of storage areas from public	

<https://outlook.office365.com/owa/projection.aspx>

6/11

Verandahs	<p>places and residential zoned land by planting or fencing to a height of 1.8 metres, this is not a requirement of the Residential zone.</p> <p>The Commercial zone requires a verandah to be constructed for any building fronting the street frontage, this is not a requirement in the Residential Zone.</p>	○
Separation Distance for Noise Sensitive Activities	<p>Noise sensitive activities include residential use, hospitals, homes for the aged, places of assembly for cultural, entertainment, recreation, leisure, education facilities, conference centres, public halls, childcare facilities, theatres, motels, hotels, cinemas, galleries, museums and other similar uses and activities.</p> <p>A 300 metre separation distance is required between a commercial activity and a noise sensitive activity in the Residential zone.</p> <p>In the Commercial zone a 300m separation distance is also required between activities such as Panel beating, motor vehicle manufacturing, animal boarding, service station, intensive farming, stock sale yards, refuse, recycling and transfer stations, sewage treatment or other site of plant or animal effluent, storage and disposal, mining or quarrying</p>	○
Relocation of Buildings	<p>Relocated building requirements are similar in both zones, however in the Residential Zone the dwellings must have been previously designed and used as a dwelling.</p>	○
Private Open Space	<p>The private open space provision in the Residential zone is the same as the private open space provision outlined under the Dwellings provision in the Commercial zone.</p>	✓
Permeable Surfaces	<p>Permeable surface provisions differ. The Residential Zone provides for 40% impermeable surfaces (including building coverage) and the Commercial zone requires a certain area for onsite wastewater and stormwater disposal if it is to be treated on site.</p>	○
Building Coverage	<p>Building coverage is 35% in the Residential Zone and there is no maximum building coverage in the Commercial zone.</p>	○
General Noise	<p>The noise limits for a Commercial zone adjoining the boundary of a Residential zone are the same as the Residential zone. Noise limits in the Commercial zone not adjoining the boundaries of a Residential zone are greater. Noise limits in the industrial zone are slightly higher. In terms of the site, given the site adjoins Commercial, the Residential noise limits apply.</p>	✓

7/13/2015

FW: Private Plan Change Mangawhai Stormwater and Roading Coun... - Emma Jepson

Construction Noise and Temporary Activities	Construction noise and temporary noise provisions are the same in both the Residential and Commercial zones.	✓
Wind Generation Noise	The same in both zones	✓
Vibration	The same in both zones	✓
Traffic Intensity	Traffic intensity volumes increases significantly between permitted standards in the Residential zone and Commercial zone, however both zones are required to relate to the Traffic Intensity Factor Guidelines which provide generic activity based traffic intensity levels for various activities.	✓ ○
Hazardous Substances	Hazardous substances provisions are more rigorous in the Residential Zone than in the Commercial zone.	○
Lighting and Glare	The provisions in terms of lighting and glare for both the Residential and Commercial zones are the same	✓
Signage	Signage in the Commercial zone provide for more flexibility in terms of signage and provide criteria for Verandah signage.	○
Vehicle access and driveways	Provisions are the same for both zones	✓
Fire safety	Provisions are the same for both zones	✓
Parking	Provisions are the same for both zones, however the Commercial zone includes provision for the formation of parking areas.	✓
Loading	Provisions are the same for both zones	✓
Parking and loading Spaces Required and Traffic Intensity Guideline	The District Plan specifies tables in relation to these requirements in relation to land use activities, these land use activities are within any zone and therefore the provisions are the same	✓

We are looking at retaining all of the commercial provisions in the District Plan for the site however including new provisions for the site such as retaining the residential height limit adjacent to residential development, requiring a thick landscape buffer along the boundary of the site adjacent to residential development and will include some design guidelines in the provisions of the District Plan.

I have attached what we have prepared, the plans you are after are at the back, however when the plan change is submitted to Council it will just show the site as commercial with a line showing height limit restrictions and probably landscape buffer zone, there will be no buildings etc shown as this will be done through land use consents.

<https://outlook.office365.com/owa/projection.aspx>

8/11

7/13/2015

FW: Private PPlan CHange Mangawhai Stormwater and Rooding Coun... - Emma Jepson

Cheers

Kylie

Kylie McLaughlin-Brown
Planner / Landscape Architect
BLA, MPLANPRAC (hon)
MNZILA (grad) MNZPI (grad)

Phone (09) 431 4568

From: Mark Lett [<mailto:Mark.Lett@mwhglobal.com>]

Sent: Friday, 15 May 2015 2:30 p.m.

To: Kylie McLaughlin-Brown

Subject: RE: Private PPlan CHange Mangawhai Stormwater and Rooding Council Infrastrucutre Information

Hi Kylie

Do you have a concept plan of what they are intending?

Possible layout etc or are they staying with what was originally proposed but a cut down version?

Cheers

M

From: Kylie McLaughlin-Brown [<mailto:kylie@dream-inc.co.nz>]

Sent: Friday, 15 May 2015 12:39 p.m.

To: Mark Lett

Subject: Private PPlan CHange Mangawhai Stormwater and Rooding Council Infrastrucutre Information

Hi Mark

I have been speaking to Linda Osborne and she suggested I contact you.

7/13/2015

FW: Private Plan Change Mangawhai Stormwater and Rounding Coun... - Emma Jepson

I am not sure if you are familiar with RM 050271 (Lot 1 DP 341981) 68 Molesworth Drive (on the corner of Estuary Drive and Molesworth Drive opposite the museum) which was a land use consent granted for a petrol station and future business area back in 2007 and has a 10 year span, consent was also granted for a motel and commercial area combined with this application however this was on the site adjacent.

Anyway, the applicant wishes now to undertake a private plan change rezoning the site from Residential to Commercial rather than implementing the commercial land use. Obviously in undertaking the zone change rules will change with respect to the site in regard to aspects like permeable surfaces, building coverage and so forth and in any case any future development on the site will require resource consent. The subject site is 7863m².

Linda has provided feedback with respect to wastewater capacity and associated infrastructure in terms of Eco-Care and I am now after advise and feedback with respect to Stormwater and Rounding.

Stormwater:

A stormwater report which was prepared with the application was prepared by Cook Costello Engineering which is attached and also attached are the conditions of consent, however this is related to the land use consent so only part relevant to the private plan change and is also 8 years old.

Are there any issues with respect to stormwater in this part of town? I am of the understanding that there are infrastructure upgrades with respect to stormwater in the vicinity, is this the case? What are the upgrades taking place? Do you foresee any issues with respect to stormwater resulting from a change in zoning? Obviously in any case land use consent will be required for any future development on site. What is Councils stormwater system like in this vicinity? Is it possible for the site to connect to this? Obviously the development will require water so runoff will be collected by tank from any buildings on site.

Rounding:

Significant rounding upgrades were required as conditions of consent (amended by the Environment Court) Are you able to confirm that these conditions are still relevant to Molesworth Drive / Estuary Drive / Norfolk Drive and potential commercial rezoning of the site? I know that the speed limit along Molesworth Drive was 80kmph at the time the application was approved and is now 50kmph.

Any feedback in terms of potential issues / capacity / information / upgrades in regard to stormwater and rounding would be greatly appreciated.

Thanks for your help and let me know if I can send through any further information that might assist.

Do you for see any issues given Councils Engineering Standards have changed since the application was approved?

I have attached the decision, consent order (which has amended conditions relating to rounding), TIA and Stormwater report previously prepared (note these are for both sites subject to the original land use application).

Thanks Mark

<https://outlook.office365.com/owa/projection.aspx>

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7/13/2015

FW: Private Plan Change Mangawhai Stormwater and Roading Council - Emma Jepson

Kind regards

Kylie



Kylie McLaughlin-Brown
Planner / Landscape Architect
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