
Memorandum

To: Melissa McGrath (Barkers & Associates)
From: Michael Day, KDC Strategy, Policy and Governance Manager
Date: 06/07/22
Subject: Moonlight Heights Ltd, Private Plan Change Request – Further Information request, pursuant to Clause 23 of Schedule 1, RMA

Kia ora Melissa

Thank you for lodging a request for a Private Plan Change on behalf of Moonlight Heights Ltd. This request was received by Kaipara District Council (Council) on 08/06/22.

Pursuant to Clause 23(1) of Schedule 1, RMA, Council has been assessing the request to determine if we require further information to enable us to better understand the potential adverse effects on the environment, the ways in which any adverse effects may be mitigated and the nature of any consultation undertaken or required to be undertaken.

I can now confirm that Council requests the following further information:

1. Transport

Northland Transport Agency (NTA) has carried out an initial assessment of the Private Plan Change request (the request) and has found that the traffic report submitted with the application has addressed some of their concerns, but did not include the effects of active transport, mitigations, positive contributions towards improving mode shift and has addressed the crash risks to a minimal degree. NTA therefore requests the applicant to provide an Independent Transport Assessment (ITA), which addresses the following points/issues, which then may be subject to a peer review:

1. The Traffic Impact Assessment (TIA) provided with the request does not address effects of active transport connectivity requirements with the existing network, with the schools, playground, shops, civic centre/precinct – please provide mitigation measures in the ITA.
2. Provision for cyclists – will this be on-road or off-road?
3. Even though recent crashes that occurred in Awakino road are minor injury crashes, the cause is mainly due to turning movements, which will increase due to this plan change and this is due to the gridline alignment of Dargaville. Mitigations are to be provided to address the additional risk due to this plan change – please address in ITA.
4. Please ensure the ITA provides recommendations for locations of pedestrian/cyclists crossing facilities, which should comply with “NZ Pedestrian Planning Design Guide 2022 and associated Pedestrian Crossing Selection Tool”.
5. ITA to include how safe system compliant pedestrian and cycle routes will be provided to local schools (Primary & Secondary), parks and key destinations.
6. Will the existing pavement design along Awakino road be able to accommodate the additional traffic? – Please address in the ITA.

7. Proposed auxiliary left turn lane at SH 12 and Awakino road intersection is not in compliance with Safe System, National Cycle Strategy, and the National Standards – Applicant to address this and propose a mitigation that is safe system compliant.

2. Infrastructure Requirements:

Clarification 1 – Water Reticulation

A model has been designed, however growth scenarios and the network growth programme are currently being worked on with an external consultant. A preliminary draft has been recently provided to Kaipara District Council (KDC), indicating additional flow (generated by growth) to overwhelm Pump Station 13 and the downstream network.

An amount to upgrade the Awakino Pipeline is allocated in LTP year 2028 (6 years from now) and therefore not in alignment with the proposed development programme.

The applicants' views on how this matter could be addressed is appreciated.

Clarification 2 – Wastewater Reticulation

It is noted on Section 8.2.1.2 Reticulation Network

“...The Council has advised that a network model completed by a sub-consultant exists. We have requested results of this model as well as the provided flow scenarios to be tested in this model. At the time of this report (May 2022) this information had not been provided...”

KDC confirms the model has now been completed, however growth scenarios and network growth programme are currently being worked on by an external consultant. A preliminary draft has been recently provided to KDC, indicating the reticulated network to be relatively old (1950 installation) and undersized for future growth, and likely requiring replacement in the near future.

It should be noted there is currently no funding allocated in the LTP 2021/31 to upgrade the infrastructure due to growth. Budget is only available for renewals

The applicants' views on how this matter could be addressed is anticipated.

Clarification 3 – Wastewater Treatment Plant

The work commissioned by KDC is to determine the performance and condition of the WWTP at its current state. No investigation is underway in relation to the ability of the existing WWTP to accept the additional load specifically generated by the proposed development.

Thus, a detailed assessment of the existing capacity of the WWTP and capability to accept the additional load generated by the proposed development is required.

The applicants' views on how this matter will be addressed is appreciated.

Clarification 4 – Wastewater Treatment Plant effluent disposal

The applicant suggests a potential solution is available for the future expansion of the WWTP in relation to the proposed development. However, even if land is available, this does not necessarily imply that a solution within a set timeframe and budget may be achievable. As per clarification 3 above, impact of the development and potential upgrades required are not known.

The applicants' views on how this matter will be addressed is appreciated.

Clarification 5 – Wastewater Treatment Plant Finances

In Section 8.2.2.1 of the Kaipara Infrastructure Strategy, it states that \$14,75M is available for the future expansion of the WWTP. However, it should be noted that this amount is spread across 40 years (2021-2051).

The actual amount allocated within this current LTP is \$2M (in 2028).

The applicants' views on how this matter could be addressed is appreciated.

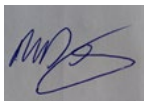
3. Mana Whenua engagement:

Te Roroa are recognised as Mana Whenua in this locality and it is necessary that the application takes into account the Te Roroa Iwi Environmental Policy Document.

KDC staff understand that discussions are underway with Te Roroa and a Cultural Impact Assessment is awaited.

Please contact Paul Waanders (pwaanders@kaipara.govt.nz) in the first instance if you want to discuss any of these matters or wish to arrange a meeting to seek clarification on any of the technical matters mentioned above.

Nga mihi



Michael Day