

28 February 2023

Kaipara District Council

Attn: Katherine Overwater, KDC District Plan Team Leader and Paul Waanders, District Planner

Via email: koverwater@kaipara.govt.nz and pwaanders@kaipara.govt.nz

Tēnā kōrua Katherine and Paul

The Rise Ltd, Private Plan Change Request PPC83 – Further Information request, pursuant to Clause 23 of Schedule 1, RMA

Thank you for your memorandum dated 20 December 2022 requesting further information pursuant to clause 23(1) of Schedule 1 of the RMA. The applicant taken time of comprehensively consider the information request and provide the following responses.

A. Transportation	
Council request	Applicant response
<p><i>The Northland Transport Alliance comments are attached separately in Attachment 1 to this memorandum — please reply to those requests.</i></p> <p><i>The importance of Cove Road and the Old Waipu Road connection as a possible bypass for SH1 together with the present Mangawhai Heads Road may play a role hence the request to look at the intersection of Pigeonwood Place but also the intersection of Mangawhai Heads Road.</i></p> <p><i>Network Operating Framework</i></p>	<p>Engineering Outcomes Limited have provided a detailed engineering response to the request for further roading information, refer to Attachment B.</p> <p>The proposed plan change does not seek to amend (other than to insert an additional matter of discretion) the Operative District Plan provisions with respect to transportation, roading and access and the need to comply with the Environmental Engineering Standards. It is considered that the Operative District Plan provisions are sufficient to ensure that any future development enabled by the proposed rezoning will appropriately address potential effects at the time of resource consent.</p>
<p><i>Request for Roding Information:</i></p> <p><i>2. Precinct Plan – this should include indicative collector roads and intersection locations with Cove and Mangawhai, otherwise it could develop as a bunch of cul-de-sacs if there are multiple landowners.</i></p>	<p>The proposed precinct and concept plans provide an indicative form of future development, connectivity particularly road design has not been established to a level of detailed design. It is considered appropriate to undertake such detailed design at subdivision stage of development, and the proposed plan change provisions provide a mechanism to ensure assessment at subdivision stage. A matter of discretion has been introduced to 13.14.3 to enable this assessment to occur at time of</p>

	<p>development, this is considered to be sufficient to give effect to proposed policy PRECX-P1 Subdivision, <i>which seeks to ensure subdivision layout achieves a well-connected pedestrian, cycling and transport network</i>. It is particularly noted that there are multiple locations for future intersections that have at least adequate sight distance and other key parameters.</p>
<p><i>Request for Roading Information:</i></p> <p><i>3. Has the applicant considered providing Local Reserve within the Precinct? With the government working towards carbon emission reduction, we would like the applicant to consider this possibility to reduce the additional trips generated.</i></p>	<p>The applicant has explored the possibility of providing a local purpose reserve, however technical difficulties has not enabled the proposed plan change to include this. The Operative District Plan does not have an open space zone which would be required to support a Local Purpose Reserve, relying instead upon the mapping and identification of Resource Management Units (RMU). Kaipara District Council have indicated that they will not support the vesting of any further RMU.</p> <p>However, the proposed provisions encourage the provision of open spaces via future subdivision development supported by policies P3 and P4.</p>
<p><i>Request for Roading Information:</i></p> <p><i>12. Request a minimum of 4.5m setback from the road boundary based off Exposure Draft District Plan.</i></p>	<p>The proposed setback provisions have been carefully considered and recommended to achieve a high level of urban design within a residential zone. A specific setback from Cove Road has been proposed recognizing the nature and character of the boundary.</p> <p>It is noted that the minimum setback proposed in the Exposure Draft District Plan for the Medium Density Residential Zone is 2m (subject to compliance with conditions), therefore it is unclear as to why a 4.5m setback has been requested. Furthermore, it is noted that the Exposure Draft District Plan provisions have, no legal weight, these have not been through a formal process and are supported by way of Section 32 evaluation.</p> <p>It is considered that the rules provide an efficient and effective method to achieve the Cove Road North Policies and further amendment is necessary.</p>

Council request	Applicant response
<p><i>1. Council's Infrastructure Department request additional information in respect to proposed provisions included in Appendix 9, Rule 13.10.12 Permeable Surfaces of the Private Plan Change request.</i></p> <p><i>The proposed increase in impermeable surfaces as a permitted activity along with the loss of permeable areas will reduce the ground water recharge and will inevitably require increased stormwater infrastructure given the increased run off. Please demonstrate how any adverse effects will be remedied or mitigated.</i></p>	<p>The proposed plan change seeks to establish a precinct which will enable a level of residential density which is an efficient and effective use of the physical land resource. To enable an appropriate level of intensification an impervious area limit of 60% net site area coverage is proposed. Increased level of infrastructure is a requirement of any rezoning to residential. The proposed land use rule 13.10.12 includes additional matters of discretion to appropriately manage effects. Furthermore, the proposed subdivision rules 13.13X and 13.14.5 include rules to ensure that stormwater is managed in a way that mitigates the adverse effects on the receiving environment, including matters of discretion and an information requirement specific to development within the Cove Road North Precinct.</p> <p>The applicant considers that the proposed provisions (as updated in Attachment C of this letter) are sufficient to ensure that potential adverse effects are appropriately managed at time of development.</p>
<p><i>A question has also been raised by the Infrastructure Department in respect to how the application proposal gives effect to Te Mana o te Wai and supports wider climate change considerations? Also refer to section 6.1.2 of the application's section 32 report.</i></p>	<p>Further evaluation of the proposal against the concept of Te Mana of te Wai and climate change considerations is detailed in Attachment 1 of this letter.</p> <p>It is further noted that, a territorial authority is required under Section 74 of the RMA to prepare and change its District Plan in accordance with a National Policy Statement (Section 74 of the RMA). A private plan change application seeking to rezone and establish bespoke provisions is not required to implement a National Policy Statement in its entirety, particularly when a District Plan has not been amended to give effect to a National Policy Statement.</p> <p>The National Policy Statement for Freshwater (NPS-FW) (December 2022 version) contains policy direction with respect to Te Mana o te Wai. The NPS-FW Part 3 specifies how the policy statement will be implemented, primarily relying upon regional councils to give effect to the NPS-FW. Northland Regional Council have not amended the Operative Regional Policy Statement to give effect to the NPS-FW.</p>

	<p>It is considered that the proposal under section 32 of the RMA, has been evaluated to the level of detail that corresponds to the scale and significance of the environmental, economic, social and cultural effects anticipated from the implementation of the proposal.</p> <p>With respect to supporting wider climate change the proposed plan change does not seek to change or amend the Operative District Plan provisions related to natural hazards and minimum floor levels for dwellings, which afford a level of avoidance of risk from natural hazards.</p> <p>The subject site is well clear of coastal hazards, with minimum river flood hazards being identified by Northland Regional Council. The proposal includes provisions which seek to enhance protection of water bodies and manage stormwater runoff which in turn will reduce potential downstream risk of flooding.</p>
<p>2. Appendix 7, Rule 13.13X The Cove Road North proposes the minimum lot size for onsite wastewater treatment at 850m². Appendix 9 of the proposal does not include this proposed change. Please clarify the differentiation.</p>	<p>This differentiation has occurred due to timing of reporting. Appendix 7 is the Urban Design assessment, which includes a version of precinct rules drafted prior to proposed District Plan provisions being finalized. The Urban Design discussion and conclusions still reflect the final District Plan provisions proposed in Appendix 9.</p>
<p>3. Appendix 9, Rule 13.14.5 Stormwater, Assessment Criteria at proposed point 3 appears to have detail missing. Please clarify if there is missing information.</p>	<p>Refer to updated provisions Attachment C.</p>
<p>Council notes the remark in section 8.2.1.1 on the Wastewater Network and 8.2.2 regarding the knowledge gap.</p> <p>The following link to the Council briefing may shed some light on this matter:</p> <p>Mangawhai Scheme Briefing – December 2022</p> <p>https://pub-kaipara.escribemeetings.com/Meeting.aspx?Id=b72b848c-032b-44bf-9dda-f2bc6b1e3493&Agenda=Agenda&lang=English&Item=9&Tab=attachments</p>	<p>Council's request to discuss Mangawhai Wastewater Scheme prior to hearing is noted.</p> <p>Thank you for the copy of the geotechnical report prepared by the Mangawhai area. The applicant has reviewed the report and note that the report provides a high-level assessment with the plan change area being identified as having medium geohazard risk.</p> <p>It is considered that the proposed plan change includes sufficient provisions to ensure that geotechnical hazard risk to any future residential development enabled by the proposed plan change will be appropriately assessed in</p>

However, further discussion with Council staff may be required before the matter is put down for a hearing.

Appendix 5 Geotech

The information provided in the Private Plan Change application about the geotechnical constraints of the site area appears to be minimal. For completeness of the application you are referred to the Geotech report undertaken by ENGEO for the Mangawhai area.

https://www.kaipara.govt.nz/uploads/District%20Plan%20Review/geotech%20reports/Final%20ENGEO%202019.04.16%20-%20KDC%20Mangawhai%20Geotechnical%20Report_compressed.pdf

Please confirm whether there are any other adverse effects in respect to geotechnical constraints.

accordance with the requirements of the Building Act, and section 106 of the RMA.

C. Appendix 7, 8 and 9 - Urban Design, Landscape assessment and Proposed Precinct Provisions

It is noted that this is a Private Plan Change to the Operative District Plan and will become a Precinct within the Operative District Plan. However, when the District Plan is reviewed and aligned with the requirement of the National Planning Standard this will become a separate chapter and cross references to the various provisions in the District Plan, where applicable, will have to be made. You have addressed this matter at paragraph 6.2 of the section 32 report.

Council staff will have to obtain the applicant's assistance when those precinct chapters are created in the new (Proposed) District Plan. Note that the plan change will in all likelihood be re-notified with the Proposed District Plan when that document is notified.

Noted – the applicant is happy to work with Council staff to resolve drafting matters.

D. Consultation

In paragraph 7.7 of the application, mention is made of informal consultation and engagement. It will be helpful to provide some detail of these consultations, even if this is simply by way of a summary.

Tangata Whenua participation (page 23 of the application) states that 'TRL recognises the role of Te Uri o Hau as kaitiaki within the Mangawhai area and accordingly, is underway with pre-liminary consultation. It is noted that Te Uri o Hau will provide further inputs during the plan change process if deemed necessary'.

It is accepted that the Private Plan Change was assessed against the Iwi/Hapū Environmental Plans (paragraph 7.5 of the section 32 report), however Council will require a cultural assessment to understand if there are any matters that require consideration. Both Te Uri o Hau and Ngāti Manuhiri are recognised as having Mana Whenua in this area.

Te Uri o Hau have confirmed that a CIA was prepared for past subdivision within the plan change area.

The applicant is continuing to work with Te Uri o Hau, who have indicated:

"We would like further consultation as there is an interest in the plan to provide increased ecological protection and mitigation of any effects of future development".

It is noted that Te Uri o Hau have not raised significant concerns with respect to the proposal, and the proposed plan change provisions provide the ability to request consultation at time of subdivision.

The proposed plan change has been sent to Ngā Manuhiri for their information and response.

To date the applicant has not received any further response from hapu.

Yours sincerely | Nāku noa, nā

Barker & Associates Limited



Melissa McGrath

Senior Associate

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Attachment A Evaluation of Te Mana o Te Wai

Attachment B Engineering Outcomes Response to RFI

Attachment C Updated Provisions

Attachment A – Evaluation of Te Mana o te Wai

Section 1.3 of the National Policy Statement for Fresh Water Management (December 2022 version) details the fundamental concept of Te Mana o te Wai, further to the discussion in section 6.1.2 of the Section 32 evaluation the follow evaluation is provided.

NPS-FW – Section 1.3	Discussion
<p>Concept</p> <p>(1) Te Mana o te Wai is a concept that refers to the fundamental importance of water and recognises that protecting the health of freshwater protects the health and well-being of the wider environment. It protects the mauri of the wai. Te Mana o te Wai is about restoring and preserving the balance between the water, the wider environment, and the community.</p>	<p>The applicant has assessed the potential environmental effects of the proposed zone change and provisions, this has included the evaluation of all fresh water within the plan change area (refer to ecological report attached). Bespoke provisions have been proposed; PRECX-P4, P6, 13.10.12 vi and vii, 13.13X.3 and .4 and 13.14.5.</p> <p>It is considered that these proposed provisions go far beyond that of the Operative District Plan affording a higher level of protection of fresh water. The package of provisions has been designed to strike the balance between protecting the water and enabling residential development.</p>
<p>(2) Te Mana o te Wai is relevant to all freshwater management and not just to the specific aspects of freshwater management referred to in this National Policy Statement.</p>	<p>Accepted.</p>
<p>Framework</p> <p>(3) Te Mana o te Wai encompasses 6 principles relating to the roles of tangata whenua and other New Zealanders in the management of freshwater, and these principles inform this National Policy Statement and its implementation.</p> <p>(4) The 6 principles are:</p> <p>(a) Mana whakahaere: the power, authority, and obligations of tangata whenua to make decisions that maintain, protect, and sustain the health and well-being of, and their relationship with, freshwater</p> <p>(b) Kaitiakitanga: the obligations of tangata whenua to preserve, restore, enhance, and sustainably use freshwater for the benefit of present and future generations</p>	<p>The proposed plan change seeks to retain all relevant overlay provisions and chapter 17 Heritage of the Operative District Plan. These provisions are considered to provide appropriate mechanisms within which tangata whenua can address potential effect of development on freshwater.</p> <p>The role of Kaitiakitanga has been recognised within the proposed plan change, which includes rule 13.13X.3 and associated assessment criteria. These provisions require the enhancement of all aquatic habitats via protection and management in perpetuity following an approved Ecological Enhancement and Management Plan.</p> <p>The proposed plan change provisions seek to enable manaakitanga of the water within the plan change area.</p> <p>The proposed plan change provisions seek to ensure on-going protection and management of freshwater in perpetuity at time of subdivision achieving</p>

<p>(c) Manaakitanga: the process by which tangata whenua show respect, generosity, and care for freshwater and for others</p> <p>(d) Governance: the responsibility of those with authority for making decisions about freshwater to do so in a way that prioritises the health and well-being of freshwater now and into the future</p> <p>(e) Stewardship: the obligations of all New Zealanders to manage freshwater in a way that ensures it sustains present and future generations</p> <p>(f) Care and respect: the responsibility of all New Zealanders to care for freshwater in providing for the health of the nation.</p>	<p>governance which prioritises the health and wellbeing of the freshwater.</p>
<p>(5) There is a hierarchy of obligations in Te Mana o te Wai that prioritises:</p> <p>(a) first, the health and well-being of water bodies and freshwater ecosystems</p> <p>(b) second, the health needs of people (such as drinking water)</p> <p>(c) third, the ability of people and communities to provide for their social, economic, and cultural well-being, now and in the future.</p>	<p>The proposed plan change provisions seek to ensure on-going protection and management of freshwater in perpetuity at time of subdivision achieving governance which prioritises the health and wellbeing of the freshwater. Subdivision can only occur when appropriate ecological enhancement has been undertaken. Future residential development is managed via proposed land use rules, including limitation of impervious area coverage and stormwater management.</p>

The Rise Limited, Private Plan Change PPC83: Further Information Request; initial comments and recommended approach by Dean Scanlen

Each item in the RFI is reproduced in black followed by Dean's comments/recommendations in Red.

Main RFI Item A

The importance of Cove Road and the Old Waipu Road connection as a possible bypass for SH1 together with the present Mangawhai Heads Road may play a role hence the request to look at the intersection of Pigeonwood Place but also the intersection of Mangawhai Heads Road.

It is not standard practice to assess the impact of a proposal during highly unusual/extreme conditions such as the diversion of traffic due to the closure of a major road route. In fact, such has never had to be considered in the past, including in Mangawhai Heads, and neither does the district plan specify, nor even refer to, this effect.

1. TIA states that the intersection of Pigeonwood Place and Cove Road might warrant a CHR - request applicant to provide us an approximate estimate of lots accessed of Pigeonwood Place/Cove Road and an approximate estimate of lots accessed off Mangawhai Heads Road.
It is estimated that 130 to 140 lots will lead to Pigeonwood Place at full development of its catchment as anticipated, with as many as 240 leading to Mangawhai Heads Road. There is ample space within road reserve for a right-turn bay at Pigeonwood Place if/when this is required as a future consent condition.
2. Precinct Plan – this should include indicative collector roads and intersection locations with Cove and Mangawhai, otherwise it could develop as a bunch of cul-de-sacs if there are multiple landowners.
[Mostly a planning question for Melissa, I have nothing to add at this stage.]
3. Has the applicant considered providing Local Reserve within the Precinct? With the government working towards carbon emission reduction, we would like the applicant to consider this possibility to reduce the additional trips generated.
[Melissa?]
4. Request the TIA to carry out Modelling assessment for new roads intersecting with Cove Road or Mangawhai Heads. Given there are not any specified within the Precinct Plan, assuming the worst case that there is only 1 intersection onto each road (i.e. traffic from the development is concentrated through 2 new intersections)
The primary, perhaps only, consideration at this stage is that adequate space is available for intersections likely to be required with future subdivision within the precinct. In most cases, the road reserve will be able to be widened on the site side of the frontage roads as necessary. Even if this is not possible, a right-turn bay is very likely the largest treatment required at all intersections [footnote: Even the busiest – the Cove Road/Mangawhai Heads Road intersection as shown later]. The road reserve is 20 metres wide throughout the frontages of both Cove Road and Mangawhai Heads Road. There is ample space within such road reserves for a right-turn bay if/when this is required as a future consent condition. In fact, there is an existing right-turn bay on Cove Road for Mangawhai Heads Road and the road reserve on that part of Cove Road is 20 metres wide.
5. Safety and modelling assessment for Tara/Kaiwaka Mangawhai Road (holiday peak modelling only).
This intersection is 8 kilometres from the site and will only be used by a small proportion of the traffic generated by the proposal – estimated at only 3 to 4% being some traffic that travels to/from Auckland (not all such traffic because Tara Road is not part of the shortest route or most direct route to/from

Auckland). So it is estimated that the proposal will increase the traffic through this intersection by no more than 1.5%. As such, an assessment of that intersection is not warranted.

6. In the TIA it has been stated that video monitoring was carried out in November 2021 (during Covid restrictions) – request applicant to carry out traffic counts during baseline (school period) and summer period and utilise that information to determine the traffic effects.

This is not necessary. Continuous counters on roads that have them, and are subject to significant seasonal traffic, provide an adequate proxy for the seasonal variations in locations like this. Such a proxy has been applied to the traffic generation estimates in the RFI, with allowance for the fact that houses in this location are more likely to be used as primary residences than dwellings closer to the coast, so will be occupied for a higher proportion of the time, with the associated traffic less subject to seasonal increases.

7. Request applicant to carry SIDRA modelling for all the intersections within their frontage including Pigeonwood Place, Robert Hastie Drive, Cove Rd/Mangawhai Heads Rd, and Mangawhai Heads Road/Cullen Street/Molesworth Drive.

SIDRA modelling has been carried out for the Cove Rd/Mangawhai Heads Rd intersection as shown later and an existing model has been updated for the existing roundabout.

The roundabout model is based on a combination of monitoring and recent traffic counts, plus it includes the estimated traffic from two large subdivisions recently applied for on Cullen Street and 30% growth in existing traffic (representing some 10 years of future growth). It is estimated that the plan change will add another 150 vehicle movements through the roundabout during peak hours during holiday periods, more than 80% of which is expected to travel to/from Molesworth Drive and almost all of the remainder will travel to/from Mangawhai Heads Road east. Movement summaries from this analysis are appended. It shows that, even during those hours, the roundabout will continue to operate at an overall level of service A, with average delays less than 8 seconds, maximum delays less than 13 seconds and 95 percentile queues of only 7 vehicles on the busiest approach. The roundabout's operation will be even better at other times. This confirms the previous assessment that the roundabout has more than adequate capacity to cope with the traffic from the proposal. In any event, decisions on transport infrastructure are almost never based on absolute peak hours like this. With future intersections likely to be necessary for future subdivision, the only consideration is that adequate space is available. As shown in the response to question 4, such space is currently available. Request applicant to carry Safe System Assessment of all the intersections along their frontage including Pigeonwood Place, Robert Hastie Drive, Cove Rd/Mangawhai Heads Rd, and Mangawhai Heads Road/Cullen Street/Molesworth Drive and the report is to address the effects at these intersections and propose a primary treatment.

This is not necessary for the reasons already given and the additional reason that, apart from Pigeonwood Place, the eventual locations of intersections are not even known. Safe System Assessments might be warranted at future consent stages, but not at the stage of a plan change.

This said, a recent crash at the Cove Rd/Mangawhai Heads Rd would be fully addressed with a central island on the side road. There is ample space at the intersection location for this and it is an existing issue that should already have been addressed. There are some sightline restrictions in relation to the roundabout, but no crashes have been reported on it since at least the start of 2018, the relatively small increase in traffic from the plan change is unlikely to increase this risk significantly and, even if it does, some vegetation trimming and a small volume of earthworks is all that will be necessary to address the issue. This is another existing issue that should already have been addressed.

Overall, we maintain that no significant work is warranted at existing intersections as a result of additional traffic from this plan change.

8. The Plan outlines the indicative street and cycling connection on Mangawhai Heads Road but does not address the effects on the existing footpath on Mangawhai Heads Road and have shown an indicative off road shared path connecting to an existing footpath which would not be ideal. Request applicant to address this.

Again, it is only necessary that space be available for future installations or upgrades of such facilities. A future footpath along Mangawhai Heads Road is likely to be 1.8 metres wide and there is ample space within the road reserve for this even if the necessary space cannot be made available along site frontages (and it is likely this will be feasible). There is absolutely no reason why shared paths cannot be connected to footpaths. In fact, such is common, an example being the Hatea Loop path in Whangarei.

9. Request TIA to address the effects on Pigeonwood Place due to this proposed plan change both traffic effects and active modes.

Pigeonwood Place has a legal corridor 20 metres wide. This is ample space for any future traffic and upgrades for active modes, even with the catchment of the road at full development. It is noted that the traffic on most of Pigeonwood Place will be less than 1,500 movements per day at full development even during holiday periods. This is a long way from a busy urban road, so special treatments that might be especially space intensive will simply never be necessary.

10. TIA has stated that a future possible connection to Cullen Street can be made – request TIA to further address the effects on Cullen Street and the roundabout due to this additional movements and the active modes along Cullen Street.

The recommendation is simply for such a future link to be facilitated. Any such link would rely on land outside the plan change area, so is far from certain. The effects on Cullen Street would have to be evaluated at the time in which such a link is actually proposed but this is not warranted at this stage.

11. Has the applicant considered future growth while undertaking the assessments of the intersection[s]? If not request applicant to consider 10% future growth especially for Mangawhai Heads Road/Cove Road intersection, Mangawhai Heads Road/Cullen Street/Molesworth Drive, and the effects on Cove Road/Pigeonwood Place once Robert Hastie Drive has been fully developed/occupied.

The average daily traffic on both Cove Road and Mangawhai Heads Road is currently less than 2,500 movements per day - well below the level of traffic that can create capacity issues even at conventional tee intersections. In particular, Molesworth Drive currently carries traffic close to 10,000 movements on an average day and has a number of conventional tee intersections on it. One – Wood Street, carries close to 5,000 movements and three others carry close to 1,000 movements on an average day. The speed limit is lower at all of those intersections, but this does not have a significant influence on the capacity of the most challenging turn – right turns out of the side road. Wood Street has a right-turn bay but, as already shown, there is ample space for right-turn bays at all future intersections along the frontage of the plan-change precinct area if/when those are warranted. There are also numerous other intersections in much busier locations in locations with similar or higher speed limit. Examples are the intersections of Mangawhai Road, Baldrock Road, SH12 (Brynderwyn), Marsden Point Road, Mangapai Road, Maungakarama Road and Portland all on SH1N. No upgrades that would have a material impact on the capacity of those intersections are proposed. While Mangawhai is growing more rapidly than most, the traffic along the road frontages of the plan-change precinct will not reach the levels at any of the cited locations for many decades, probably never.

12. Request a minimum of 4.5m setback from the road boundary based off Exposure Draft District Plan.

Melissa

13. Request applicant to include commercial/industrial activity as a Discretionary Activity or Non-complying in the District Plan.

Melissa

14. The minimum lot sizes proposed is 400sq.m and the TIA has assumed that the lot sizes are 1000sq.m to determine the number of lots that can be accommodated. Request the TIA to address the possibility for smaller 400-500sq.m lots in these sections, which would create additional effects. Request TIA to address this possibility and carry out SIDRA modelling accordingly.

The average lot size estimated in the TIA was agreed by all project team members. It is based on a number of factors including the larger minimum lot size specified for part of the area (including the northern slope), the need for space for access, reserves, other services and the likelihood that some ground will be unsuitable for the establishment of dwellings. We maintain that an average 1,000 sq.m lot area is realistic and, also for the reasons already given, disagree that it is necessary to revisit the analysis.

15. Request applicant to carry out SIDRA modelling to determine if the one-lane bridge on the southern end of Cove Rd/Mangawhai Heads Rd would be able to accommodate the additional traffic generated. While we note there are many one-lane bridges throughout Northland which carry higher ADT than this one, Mangawhai is developing at a rapid rate and has a higher volume during the summer periods. Hence, we would like the modelling to be undertaken.

This analysis has been carried out and finds that the bridge has capacity for at least 1,000 vehicle movements per hour (total in both directions), even with a bias in one direction - only likely outside peak holiday periods. The bridge has been modelled with a conservative "gap acceptance" of 10 seconds and vehicles in both directions giving way. Even at 1,000 vehicle movements per hour, the average delay in the busier direction is predicted at less than 22 seconds, with an overall average delay of 15 seconds. The 95-percentile queue in the busier direction is predicted at 24 vehicles with virtually no queues in the other direction.

The bridge currently carries fewer than 200 movements during peak hours on average days and this is unlikely to increase to more than 300 during holiday periods. Even with growth in Mangawhai being more rapid than average, it will be many decades before the bridges on Cove Road experience levels of traffic that might create significant and/or regular congestion.

16. TIA has stated that the Mangawhai Heads Road/Cove Road intersection has capacity for more than 300 right-turns out of Heads Road even during holiday season – Request applicant to provide further information on how this was determined, was modelling or Austroads treatment check carried out to determine this?

The methodology use is stated in Footnote 18, page 10, of the TIA. It was based on models as described in various Austroads publications.

However, for completeness, a SIDRA analysis has been carried out of the intersection for current traffic plus 30% representing some 10 years of future growth plus traffic from the plan change precinct at full development and during peak hours of holiday periods. This shows that the greatest average delay for any turn – right turns out of Mangawhai Heads Road, will be only 12 seconds, with 95 percentile queues of fewer than 2 vehicles and less than 30% of the practical capacity of the turn. This analysis is conservative because it omits the left turn lane from Cove Road north. The high capacity is partly a result of the low frequency of through movements on the priority route – Cove Road. Summary output of the analysis, both with and without PPC83, are appended.

It is further noted that there is space for the Cove Road/Mangawhai Heads Road intersection to be converted to a roundabout in future. Figure R1 shows an indicative roundabout with an outside diameter of 25 metres. A roundabout is the highest standard of treatment ever likely to be necessary for this intersection.

Figure R1



17. 13.14.2 – Reads “the Cove Road North Precinct Road, Cycleway and Pedestrian Connection

MOVEMENT SUMMARY

▽ Site: [Cove Road Bridge with PPC83 capacity (Site Folder: General)]

New Site
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance											
Mov ID	Turn	INPUT VOLUMES [Total veh/h]		DEMAND FLOWS [Total veh/h]		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]		Prop. Que
			HV %		HV %				Dist]	m	
South: Landing Road South											
2	T1	600	4.0	600	4.0	0.838	25.3	LOS D	27.3	197.5	1.00
Approach		600	4.0	600	4.0	0.838	25.3	LOS D	27.3	197.5	1.00
North: Landing Road North											
8	T1	400	4.0	400	4.0	0.387	4.6	LOS A	0.3	2.0	0.06
Approach		400	4.0	400	4.0	0.387	4.6	LOS A	0.3	2.0	0.06
All Vehicles		1000	4.0	1000	4.0	0.838	17.0	NA	27.3	197.5	0.63

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to

MOVEMENT SUMMARY

Site: 1 [Roundabout with subdivision at 47and55Cullen St 2032 PeakHr Holiday weekend (Site Folder: General)]

Existing roundabout with existing traffic

Site Category: (None)

Roundabout

Vehicle Movement Performance												
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Dep. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate
		[Total veh/h]	[HV / veh/h]	[Total veh/h]	[HV / %]				[Veh. veh]	[Dist] m		
South: Molesworth Drive												
1	L2	425	15	447	3.5	0.588	4.5	LOS A	5.9	42.3	0.48	0.54
2	T1	77	3	81	3.9	0.588	4.5	LOS A	5.9	42.3	0.48	0.54
3	R2	258	8	260	2.3	0.588	7.9	LOS A	5.9	42.3	0.48	0.54
Approach		758	24	798	3.2	0.588	5.5	LOS A	5.9	42.3	0.48	0.54
East: Mangawhai Heads Rd E												
4	L2	235	5	247	2.1	0.358	8.8	LOS A	2.5	18.0	0.73	0.74
5	T1	64	2	67	3.1	0.358	6.7	LOS A	2.5	18.0	0.73	0.74
6	R2	17	0	18	0.0	0.358	9.9	LOS A	2.5	18.0	0.73	0.74
Approach		316	7	333	2.2	0.358	8.8	LOS A	2.5	18.0	0.73	0.74
North: Cullen St												
7	L2	23	1	24	4.3	0.129	8.1	LOS A	0.8	5.1	0.77	0.75
8	T1	51	2	54	3.9	0.129	8.1	LOS A	0.8	5.1	0.77	0.75
9	R2	17	1	18	5.9	0.129	11.5	LOS B	0.8	5.1	0.77	0.75
Approach		91	4	96	4.4	0.129	8.8	LOS A	0.8	5.1	0.77	0.75
West: Mangawhai Heads Rd W												
10	L2	17	0	18	0.0	0.523	6.5	LOS A	4.1	30.1	0.72	0.78
11	T1	59	2	62	3.4	0.523	6.7	LOS A	4.1	30.1	0.72	0.78
12	R2	410	20	432	4.9	0.523	10.1	LOS B	4.1	30.1	0.72	0.78
Approach		488	22	512	4.5	0.523	9.8	LOS A	4.1	30.1	0.72	0.78
All Vehicles		1651	57	1738	3.5	0.588	7.2	LOS A	5.9	42.3	0.61	0.66

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay per movement.

MOVEMENT SUMMARY

Site: 1 [Existing intersection current traffic holiday periods plus 30% (Site Folder: General)]

Cove Rd/Mangawhai Heads Rd intersection

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance												
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Dep. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate
		[Total veh/h]	[HV / veh/h]	[Total veh/h]	[HV / %]				[Veh. veh]	[Dist] m		
South: Cove Rd south												
11	T1	57	2	57	3.5	0.030	0.0	LOS A	0.0	0.0	0.00	0.00
12	R2	95	3	95	3.2	0.071	6.7	LOS A	0.3	2.2	0.15	0.59
Approach		152	5	152	3.3	0.071	4.2	NA	0.3	2.2	0.09	0.37
East: Mangawhai Heads Rd												
1	L2	58	3	58	5.2	0.206	9.0	LOS A	0.9	6.7	0.26	0.91
3	R2	95	3	95	3.2	0.206	10.9	LOS B	0.9	6.7	0.26	0.91
Approach		153	6	153	3.9	0.206	10.2	LOS B	0.9	6.7	0.26	0.91
North: Cove Rd to Waipu												
4	L2	111	3	111	2.7	0.114	7.7	LOS A	0.5	3.9	0.21	0.45
5	T1	57	2	57	3.5	0.114	1.4	LOS A	0.5	3.9	0.21	0.45
Approach		168	5	168	3.0	0.114	5.6	NA	0.5	3.9	0.21	0.45
All Vehicles		473	16	473	3.4	0.206	6.6	NA	0.9	6.7	0.19	0.57

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

MOVEMENT SUMMARY

Site: 1 [Roundabout with subdivision at 47and55CullenSt 2032 PeakHr Holiday weekend with PPC83 (Site Folder: General)]

Existing roundabout with existing traffic

Site Category: (None)

Roundabout

Vehicle Movement Performance												
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %	v/c	sec		[Veh. veh.	Dist] m		
South: Moleworth Drive												
1	L2	485	17	511	3.6	0.643	4.6	LOSA	7.1	50.8	0.66	0.55
2	T1	77	3	81	3.9	0.643	4.6	LOSA	7.1	50.8	0.66	0.55
3	R2	258	8	269	2.3	0.643	8.0	LOSA	7.1	50.8	0.66	0.55
Approach		818	26	861	3.2	0.643	5.7	LOSA	7.1	50.8	0.66	0.55
East: Mangawhai Heads Rd E												
4	L2	235	5	247	2.1	0.368	7.2	LOSA	2.9	20.9	0.79	0.79
5	T1	74	2	78	2.7	0.368	7.2	LOSA	2.9	20.9	0.79	0.79
6	R2	17	0	18	0.0	0.368	10.5	LOS B	2.9	20.9	0.79	0.79
Approach		320	7	343	2.1	0.368	7.4	LOSA	2.9	20.9	0.79	0.79
North: Cullen St												
7	L2	23	1	24	4.3	0.143	8.9	LOSA	1.0	7.1	0.82	0.78
8	T1	51	2	54	3.8	0.143	8.9	LOSA	1.0	7.1	0.82	0.78
9	R2	17	1	18	5.9	0.143	12.4	LOS B	1.0	7.1	0.82	0.78
Approach		91	4	96	4.4	0.143	9.6	LOSA	1.0	7.1	0.82	0.78
West: Mangawhai Heads Rd W												
10	L2	17	0	18	0.0	0.568	7.4	LOSA	5.8	40.9	0.77	0.82
11	T1	69	2	73	2.9	0.568	7.5	LOSA	5.8	40.9	0.77	0.82
12	R2	470	22	495	4.7	0.568	11.0	LOS B	5.8	40.9	0.77	0.82
Approach		558	24	585	4.3	0.568	10.4	LOS B	5.8	40.9	0.77	0.82
All Vehicles		1701	61	1885	3.4	0.643	7.7	LOSA	7.1	50.8	0.66	0.66

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay per movement.

MOVEMENT SUMMARY

Site: 1 [Existing intersection current traffic holiday periods plus 30% plus PPC83 traffic (Site Folder: General)]

Cove Rd/Mangawhai Heads Rd intersection

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance												
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %	v/c	sec		[Veh. veh.	Dist] m		
South: Cove Rd south												
11	T1	67	2	67	3.0	0.035	0.0	LOS A	0.0	0.0	0.00	0.00
12	R2	129	4	129	3.1	0.097	6.8	LOS A	0.4	3.1	0.17	0.59
Approach		196	6	196	3.1	0.097	4.4	NA	0.4	3.1	0.11	0.39
East: Mangawhai Heads Rd												
1	L2	58	3	58	5.2	0.280	9.1	LOS A	1.2	9.5	0.34	0.92
3	R2	129	4	129	3.1	0.280	12.0	LOS B	1.2	9.5	0.34	0.92
Approach		187	7	187	3.7	0.280	11.1	LOS B	1.2	9.5	0.34	0.92
North: Cove Rd to Waipu												
4	L2	145	4	145	2.8	0.149	7.9	LOS A	0.7	5.3	0.25	0.46
5	T1	67	2	67	3.0	0.149	1.5	LOS A	0.7	5.3	0.25	0.46
Approach		212	6	212	2.8	0.149	5.9	NA	0.7	5.3	0.25	0.46
All Vehicles		595	19	595	3.2	0.280	7.1	NA	1.2	9.5	0.23	0.58

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

MOVEMENT SUMMARY

Site: 1 [Roundabout with subdivision at 47and55CullenSt 2032 PeakHr Holiday weekend (Site Folder: General)]

Existing roundabout with existing traffic

Site Category: (None)

Roundabout

Vehicle Movement Performance												
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Dep. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate
		(Total vol/h)	(HV) vol/h	(Total) vol/h	(HV) %				(Veh vol)	(Dist) m		
South: Molesworth Drive												
1	L2	425	15	447	3.5	0.588	4.5	LOS A	5.9	42.3	0.48	0.54
2	T1	77	3	81	3.9	0.588	4.5	LOS A	5.9	42.3	0.48	0.54
3	R2	258	6	260	2.3	0.588	7.8	LOS A	5.9	42.3	0.48	0.54
Approach		758	24	798	3.2	0.588	5.5	LOS A	5.9	42.3	0.48	0.54
East: Mangawhai Heads Rd E												
4	L2	235	5	247	2.1	0.358	6.8	LOS A	2.5	18.0	0.73	0.74
5	T1	64	2	67	3.1	0.358	6.7	LOS A	2.5	18.0	0.73	0.74
6	R2	17	0	18	0.0	0.358	9.9	LOS A	2.5	18.0	0.73	0.74
Approach		316	7	333	2.2	0.358	6.5	LOS A	2.5	18.0	0.73	0.74
North: Cullen St												
7	L2	23	1	24	4.3	0.129	8.1	LOS A	0.8	5.1	0.77	0.75
8	T1	51	2	54	3.9	0.129	8.1	LOS A	0.8	5.1	0.77	0.75
9	R2	17	1	18	5.9	0.129	11.5	LOS B	0.8	5.1	0.77	0.75
Approach		91	4	90	4.4	0.129	8.8	LOS A	0.8	5.1	0.77	0.75
West: Mangawhai Heads Rd W												
10	L2	17	0	18	0.0	0.523	6.5	LOS A	4.1	30.1	0.72	0.78
11	T1	59	2	62	3.4	0.523	6.7	LOS A	4.1	30.1	0.72	0.78
12	R2	410	20	432	4.9	0.523	10.1	LOS B	4.1	30.1	0.72	0.78
Approach		486	22	512	4.5	0.523	9.8	LOS A	4.1	30.1	0.72	0.78
All Vehicles		1051	57	1738	3.5	0.588	7.2	LOS A	5.9	42.3	0.61	0.66

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay per movement.

Insert new Precinct Section into Chapter 13 – between 13.9 and 13.10

PRECX COVE ROAD NORTH PRECINCT

Description of The Cove Road North Precinct

The Cove Road North Precinct enables residential development for a range of allotment sizes at a density where a high level of urban design, ecological enhancement, pedestrian and transport connectivity are achieved. The Cove Road Precinct integrates with the Residential Zone to provide for a variety of residential intensities that promote housing and living choices whilst recognising the landscape, natural features and characteristics of the area.

The Cove Road North Precinct forms an interface between residential and rural zones at Mangawhai and built form should establish a transition between zones, and maintain an open frontage to Cove Road.

Objectives	
PRECX-O1	Cove Road North Precinct Residential Living
Residential living opportunities and housing choice is enabled in the Cove Road North Precinct whilst landscape, ecological, infrastructure, transport, and character and amenity effects are managed.	

Policies	
PRECX-P1	Cove Road North Precinct Subdivision
<p>To provide for a range of site sizes and densities, and subdivision layout where:</p> <ol style="list-style-type: none"> 1. A mixture of allotment sizes is provided that have the ability to accommodate different housing typologies. 2. There is sufficient infrastructure to accommodate the development. 3. A well-connected pedestrian, cycling and transport network is achieved. 4. The subdivision design and allotment sizes respond to the topography and physical characteristics of the land. 5. Good design of subdivision is achieved by the following: <ol style="list-style-type: none"> a. Lots are generally shaped, sized and orientated to achieve positive sunlight access, onsite amenity, privacy and outlook. b. The creation of rear lots is minimised, except where there is no practicable alternative. c. Integration and connectivity with adjacent sites to enable future development opportunities. 	
PRECX-P2	Cove Road North Precinct Residential Amenity
<p>To manage adverse effects on residential amenity and character by requiring development to:</p> <ol style="list-style-type: none"> 1. Manage the scale, intensity, height, bulk and form of development. 2. Require sufficient outdoor area and landscaping within each site. 3. Enable residential development on sites of an appropriate size and shape. 4. Minimise the intrusion of privacy and extent of building dominance on adjacent dwellings and outdoor areas. 5. Minimise the degree of overshadowing to any adjoining site or dwelling. 	

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<u>PRECX-P3</u>	<u>Cove Road North Precinct Connectivity</u>
<p>Require land use and subdivision to achieve a <u>connected, legible and safe, open space, pedestrian and transport network in the Cove Road North Precinct by:</u></p> <ol style="list-style-type: none"> 1. <u>Establishing a well-connected street network.</u> 2. <u>Promoting connections along and adjacent to natural features and open spaces.</u> 3. <u>Maximising walking and cycling networks along streets, waterways and open space.</u> 	
<u>PRECX-P4</u>	<u>Cove Road North Precinct Ecological Values</u>
<p><u>Encourage the protection and restoration of indigenous terrestrial and aquatic habitats including remnant terrestrial bush habitats, wetland areas, intermittent and permanent streams within the Cove Road North Precinct when undertaking land use and subdivision, with particular regard to:</u></p> <ol style="list-style-type: none"> 1. <u>Method of enhancement and permanent protection of the natural features.</u> 2. <u>Appropriate site specific setbacks of buildings, earthworks, access and infrastructure from natural features.</u> 3. <u>Integration of the development with the natural feature, including the provision of pedestrian walkways and cycle ways adjacent to natural features.</u> 	
<u>PRECX-P5</u>	<u>Cove Road Character</u>
<p><u>Subdivision and development shall protect the open frontage of Cove Road by:</u></p> <ol style="list-style-type: none"> 1. <u>Limiting the height and dominance of built form along the Cove Road frontage.</u> 2. <u>Providing appropriate setbacks for buildings, structures, car parking and storage areas.</u> 3. <u>Establishing planting or other methods to soften and / or screen built form.</u> 	
<u>PRECX-P6</u>	<u>Northern Sub-precinct</u>
<p><u>Subdivision and development within the Northern Sub-precinct shall provide a sensitive transition from the Cove Road North Precinct to the rural zone, recognising the rural landscape and Brynderwyn Range to the north by:</u></p> <ol style="list-style-type: none"> 1. <u>Responding to the site topography and characteristics.</u> 2. <u>Identifying building platforms that respond to site topography and environmental characteristics.</u> 3. <u>Locating access ways, services, utilities and building platforms where these can be provided without the need for significant earthworks, retaining, benching or site contouring.</u> 4. <u>Re-vegetating the natural drainage patterns to separate and fragment the built development.</u> 5. <u>Ensuring that re-vegetation integrates with the existing native vegetation on the northern boundary of the Precinct.</u> 	

Part B Land Use: Chapter 13 Residential: Precinct X – The Cove Road North Precinct

Amendments to Chapter 13 – 13.10 Performance Standards Residential Land Use

Amended Rules				
Rule	Parameter	Residential Permitted Activity Performance Standard	Activity Status if the Activity does not meet the Performance Standard	Assessment Criteria
13.10.3a	Dwellings	<p>(1) Residential Zone</p> <p>(1) Construction of a dwelling is a Permitted Activity if:</p> <p>a) After completion, it will be the only dwelling on the site; or</p> <p>b) It will be an additional dwelling on the site, and the minimum net site area associated with each additional dwelling is:</p> <ul style="list-style-type: none"> – 600m² for a serviced site not in an Overlay Area; or – 1,000m² for a serviced site in an Overlay Area; or – 3,000m² for an un-serviced site. <p>c) There is a separation distance of at least 3m from any other detached dwelling; and</p> <p>d) There is a separation distance of at least 6m where there is a private open space area located between two residential dwellings.</p> <p>Note 1: The demolition and/or removal of a dwelling is a Permitted Activity except where the provisions of Chapter 17: Historic Heritage apply.</p> <p>Note 2: Each dwelling is also required to be assessed against the relevant performance Standards contained in the Plan, including within Sections 13.10 and 13.13.</p> <p>Note 3: For dwellings within an Outstanding Natural Landscape, Rule 13.10.3c shall also apply.</p> <p>Note 4: There is an exemption for Rule 13.10.3 that applies to part of Lot 2 DP 73030 Cynthia Place (Baylys Beach). See Rule 13.10.29(4).</p> <p>(2) The Cove Road North Precinct</p> <p>a. <u>Construction of a dwelling is a permitted activity if:</u></p> <p>i. <u>After completion, it will be the only dwelling on the site.</u></p> <p><u>Note 1: The demolition and/or removal of a dwelling is a Permitted Activity except where the provisions of Chapter 17: Historic Heritage apply.</u></p> <p><u>Note 2: Each dwelling is also required to be assessed against the relevant performance Standards contained in the Plan, including within Sections 13.10 and 13.13.</u></p>	<p>(1) <u>Discretionary Activity</u></p> <p>(2) <u>Restricted Discretionary</u></p>	<p>(1) Residential Zone</p> <p>Where an activity is not permitted by this Rule, Council will have regard to the following matters when considering an application for Resource Consent:</p> <p>i) Building location, including alternatives considered;</p> <p>ii) Size and shape of the site;</p> <p>iii) Extent of visual intrusion of the building from beyond the site, particularly from the road and public places including the Coastal Marine Area, and the effects on skylines and ridgelines;</p> <p>iv) The extent to which proposed landscaping is consistent with the character of the area, provides screening from adjoining public places and dwellings and is in accordance with any Council adopted Design Guidelines;</p> <p>v) Effects on the locality, particularly residential character and amenity values;</p> <p>vi) If located within an Overlay, the extent to which the values identified in the Objectives and Policies for Overlays (Chapter 4) are present on the site, and the extent to which the proposal is compatible with those values;</p> <p>vii) Effects on landscape and heritage;</p> <p>viii) The extent to which the proposal will affect the values of any Outstanding Natural Landscape identified in Map Series 2;</p> <p>ix) Effects on safety and efficiency of vehicles and pedestrians using the site and affected roads and private ways;</p> <p>x) The extent to which the activity will affect any heritage values identified in Appendix 17.1 and 17.2 of the Plan.</p> <p>Note 1: A description of the landscapes and features is provided in Appendix 18A. The values associated with Outstanding Natural Landscapes are described in the Kaipara District Landscape Technical Report (2010).</p> <p>(2) The Cove Road North Precinct</p> <p><u>Where an activity is not permitted by this rule, Council will have regard to the following matters when considering an application for Resource Consent:</u></p> <p>i) <u>The privacy, outlook and amenity of adjacent and adjoining sites;</u></p> <p>ii) <u>Sufficient sunlight access to the outdoor living space;</u></p> <p>iii) <u>Building mass, orientation and passive surveillance toward the road/street.</u></p> <p>iv) <u>Bulk, scale and shading effects;</u></p> <p>v) <u>Effects on any natural features with respect to natural wetlands, water courses, and indigenous vegetation;</u></p> <p>vi) <u>The extent to which the activity is consistent with the purpose, character and amenity values of the Cove Road North Precinct; and</u></p> <p>vii) <u>The ability to accommodate incidental activities anticipated within the Cove Road North Precinct such as parking (if it is to be provided), manoeuvring, waste collection and landscaping.</u></p> <p><u>Where three or more residential units (multi-unit development) are proposed within a site the following additional matters shall be considered:</u></p> <p>viii) <u>The relationship of the development with adjoining streets or public open spaces, including the</u></p>

Part B Land Use: Chapter 13 Residential: Precinct X – The Cove Road North Precinct

				<p>provision of landscaping.</p> <p>ix) Privacy, shading and overlooking within the development and on adjoining site, including the orientation of habitable rooms, balconies, and outdoor living spaces.</p> <p>x) Infrastructure servicing.</p> <p>xi) The provision of adequate waste and recycling bin storage including the management of amenity effects of these on streets or public open spaces.</p> <p>xii) Where on-site car parking, garaging and vehicle manoeuvring areas are provided, the design and location of car parking (including garaging) as viewed from streets or public open spaces.</p>
13.10.5	Maximum Height	<p>Any building is a Permitted Activity if:</p> <p>a) The building does not exceed 10m in height, where it is not within an Overlay area; or</p> <p>b) The building does not exceed 8m in height, where it is within an Overlay area.</p> <p>c) The building does not exceed 6m in height, where it is within the Cove Road North Precinct, Northern Sub-Precinct.</p> <p>Note 1: For sites within an Outstanding Natural Landscape, Rule 13.10.3c shall also apply.</p>	Restricted Discretionary Activity	<p>Where an activity is not permitted by this Rule, Council has restricted its discretion over the following matters when considering and determining an application for Resource Consent:</p> <p>i. The scale and bulk of the building in relation to the site;</p> <p>ii. The functional requirements of the building;</p> <p>iii. The extent to which the effects of the height infringement can be mitigated by setbacks, planting, design or the topography of the site;</p> <p>iv. Effects on the locality, particularly residential character and amenity values and those values associated with Overlay Areas (as identified in the Objectives and Policies for overlays, Chapter 4);</p> <p>v. If located within an Overlay, the extent to which the values identified in the Objectives and Policies for Overlays (Chapter 4) are present on the site, and the extent to which the proposal is compatible with those values;</p> <p>vi. Effects on availability of sunlight to other properties; and</p> <p>vii. The extent to which the proposal will affect the values of any Outstanding Natural Landscape identified in Map Series 2 and if applicable the extent to which the subdivision, use or development meets the additional assessment criteria contained in Appendix 18B.</p> <p>Note 1: A description of the landscape features is provided in Appendix 18A. The values associated with the Outstanding Natural Landscapes are described in the Kaipara District Landscape Technical Report (2010).</p>
13.10.7	Setbacks	<p>(1) Residential Zone</p> <p>Any building is a Permitted Activity if it is located outside the following setback distances (yards):</p> <p>a) Front yard - 5m;</p> <p>b) Side yards – one of 1.5m and one of 3m (Residential Zone), two of 3m in Overlay Areas;</p> <p>c) Rear yards - 3m except on rear sites where one yard of 1.5m may be provided;</p> <p>d) Coast - 30m from the Coastal Marine Area; and</p> <p>e) Lake / River - 30m from the banks of: any dune lake; any other lake whose bed has an area of 8ha or more; any river including a perennial stream whose bed has an average width of 3m or more;</p> <p>f) Any building is setback 30m from a railway line where there is an intersection of road and rail (level crossing controlled by giveway signage) within 300m; and</p> <p>g) Any building is set back 300m from the intersection of the State Highway and any local road (measured from the centreline of the local road).</p> <p>Provided that an accessory building may be erected in any side or rear yard where:</p> <p>h) Vehicle access is retained to the rear of the site; and</p> <p>i) It is located at least 3m from any habitable room on an adjoining site; and</p> <p>j) It does not exceed 10m in length or 25% of the length of the side or rear yard, whichever is less.</p> <p>In addition to the above Performance Standards</p> <p>(2) Mangawhai Harbour and Kai iwi Lakes Overlays</p> <p>Any building is a Permitted Activity if it is located outside the following setback distances (yards):</p> <p>a) River – 6m from the banks of any river with an average bed width of between 1 to 3m.</p>	Restricted Discretionary Activity	<p>(1) Residential Zone</p> <p>Where an activity is not permitted by this Rule, Council has restricted its discretion over the following matters when considering and determining an application for Resource Consent:</p> <p>i) The outlook and privacy of adjacent and adjoining neighbours;</p> <p>ii) Extent of visual intrusion and dominance of any buildings from beyond the site, particularly from the road and public places including the Coastal Marine Area, and the effect on skylines and ridgelines;</p> <p>iii) If in the Mangawhai Structure Plan Area, whether the proposed landscaping is in accordance with the design principles of the Mangawhai Structure Plan (pages 46 - 49) for Policy Area Three;</p> <p>iv) Effects on the locality, particularly residential and natural character and amenity values;</p> <p>v) If located within an Overlay, the extent to which the values identified in the Objectives and Policies for Overlays (Chapter 4) are present on the site, and the extent to which the proposal is compatible with those values;</p> <p>vi) The extent to which the proposal will affect the values of any Outstanding Natural Landscape identified in Map Series 2 and if applicable the extent to which the subdivision, use or development meets the additional assessment criteria contained in Appendix 18B;</p> <p>vii) Effects on ecological values and in particular any sites of ecological significance as defined by the criteria listed in Appendix 25G;</p> <p>viii) Effects on public access;</p> <p>ix) Effects on natural hazards, including the design and construction of hazard protection works on land adjacent to the Coastal Marine Area, rivers and lakes;</p> <p>x) Protection of the conservation, ecological, recreation, access and hazard mitigation values of esplanade reserves or strips;</p> <p>xi) Where buildings are located in close proximity to State Highways or Rail (level crossings) whether and</p>

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		<p>Note: For clarification, if the average bed width is less than 1m this rule does not apply and if the average is greater than 3m the Rule 13.10.7(1)(e) above applies.</p> <p>(3) The Cove Road North Precinct</p> <p><u>Any building is a Permitted Activity if it is located outside the following setback distances (yards):</u></p> <p>a) <u>Front yard - 3m;</u> b) <u>Side yards – 1.5m;</u> c) <u>Rear yards - 1.5m;</u> d) <u>Cove Road legal boundary – 5m;</u> e) <u>Rural Zone – 3m.</u></p> <p><u>Provided that an accessory building may be erected in any side or rear yard where:</u></p> <p>f) <u>It is located at least 3m from any habitable room on an adjoining site; and</u> g) <u>It does not exceed 10m in length or 25% of the length of the side or rear yard, whichever is less.</u></p> <p>Note 1: The Regional Water and Soil Plan for Northland also requires setbacks from waterways and the coast for excavation activities. Applicants should contact the Northland Regional Council to confirm whether or not Resource Consent is required.</p> <p>Note 2: The 300m radius referred to in relation to State Highways shall be measured from the position where the centreline of the road joins the State Highway.</p> <p>Note 3: Any changes in land use on sites that have access onto Limited Access Road's require approval from the NZ Transport Agency under the Government Roothing Powers Act 1989.</p>		<p>the extent to which consultation has been undertaken with NZ Transport Agency and New Zealand Railways Corporation respectively and written approval obtained; and</p> <p>xii) The functional requirements of the building and activity.</p> <p>Note 1: A description of the landscape features is provided in Appendix 18A. The values associated with the Outstanding Natural Landscapes are described in the Kaipara District Landscape Technical Report (2010).</p> <p>(2) The Cove Road North Precinct</p> <p><u>Where an activity is not permitted by this rule, Council will have regard to the following matters when considering an application for Resource Consent:</u></p> <p>i) <u>The privacy, outlook and amenity of adjacent and adjoining sites;</u> ii) <u>Sufficient sunlight access to the outdoor living space;</u> iii) <u>Building mass, orientation and passive surveillance toward the road/street.</u> iv) <u>Bulk, scale and shading effects;</u> v) <u>Effects on any natural features with respect to natural wetlands, water courses, and indigenous vegetation;</u> vi) <u>The extent to which the activity is consistent with the purpose, character and amenity values of the Cove Road North Precinct; and</u> vii) <u>The ability to accommodate incidental activities anticipated within the Cove Road North Precinct such as parking (if it is to be provided), manoeuvring, waste collection and landscaping.</u></p>
<p>13.10.7a</p>	<p>Fence and Landscaping</p>	<p>(1) The Cove Road North Precinct</p> <p>a) <u>Any fence is a permitted activity where:</u></p> <p>i. <u>The fence is adjacent to any road boundary and has a maximum height of 1.1m.</u> <u>Or</u> ii. <u>The fence is separated no further than .5m from a retaining wall and the combined height of the fence and retaining wall has a maximum height of 1.5m.</u></p> <p>b) <u>Any activity within a site that has a legal boundary with Cove Road is a permitted activity where an area of planting is provided along the entire length of the Cove Road legal boundary which is:</u></p> <p>i. <u>1.5m wide; and</u> ii. <u>Capable of achieving a minimum establishment height of 1.8m; and</u> iii. <u>At a density that will achieve canopy closure within 3-5 years.</u></p>	<p><u>Restricted Discretionary Activity</u></p>	<p><u>Where an activity is not permitted by this Rule, Council has restricted its discretion over the following matters when considering and determining an application for Resource Consent:</u></p> <p>i. <u>The extent to which the fencing and landscaping visually connects the private front yards to public roads and open spaces.</u> ii. <u>The extent to which privacy is provided for residential units, while enabling opportunities for passive surveillance of public places.</u> iii. <u>The extent to which shading and visual dominance effects to immediate neighbours and the street are minimised.</u> iv. <u>The extent to which built form is obscured from Cove Road.</u></p>

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<p>13.10.11</p>	<p>Private Open Space</p>	<p>(1) Residential Zone A dwelling is a Permitted Activity if the private open space meets the following:</p> <ul style="list-style-type: none"> a) Is equivalent to 50% of the gross floor area of the dwelling; b) Is of a usable shape of no less than 3m dimension, capable of accommodating one circle of no less than 5m in diameter; c) Is located on the east, north or west side of the dwelling; d) Has direct access from the main living area of the dwelling; e) Is unobstructed by vehicle access or parking areas; and f) Is adequately screened from adjoining dwellings and adjacent sites, except in the case of reserves. <p>(2) The Cove Road North Precinct A dwelling is a Permitted Activity if the main private open space meets the following:</p> <ul style="list-style-type: none"> a) Is at least 20m² or equivalent to 25% of the gross floor area of the dwelling; b) Has a minimum dimension of 4m; c) Is located on the east, north or west side of the dwelling; d) Has direct access from the main living area of the dwelling; e) Is unobstructed by vehicle access or parking areas; and f) Shall not be located between the dwelling and a road boundary. 	<p>Restricted Discretionary Activity</p>	<p>Where an activity is not permitted by this Rule, Council has restricted its discretion over the following matters when considering and determining an application for Resource Consent:</p> <ul style="list-style-type: none"> i) The on-site privacy and amenity of the occupants; ii) The open space nature of the surrounding neighbourhood; and iii) The extent to which the proposal will affect the values of any Outstanding Natural Landscape identified in Map Series 2 and if applicable the extent to which the subdivision, use or development meets the additional assessment criteria contained in Appendix 18B. <p>Note 1: A description of the landscape features is provided in Appendix 18A. The values associated with the Outstanding Natural Landscapes are described in the Kaipara District Landscape Technical Report (2010).</p>
<p>13.10.12</p>	<p>Permeable Surfaces</p>	<p>(1) Residential Zone Any activity is a Permitted Activity if:</p> <ul style="list-style-type: none"> a) The area of any site covered by buildings and other impermeable surfaces is less than 40% of the net site area. <p>(2) The Cove Road North Precinct Any activity is a Permitted Activity if:</p> <ul style="list-style-type: none"> a) <u>The area of any site covered by buildings and other impermeable surfaces is less than 60% of the net site area; and</u> <p>Note 1: For the purposes of this Rule, any area regularly used by vehicles whether metalled, sealed or concreted shall be considered an impermeable surface.</p>	<p>Restricted Discretionary Activity</p>	<p>Where an activity is not permitted by this Rule, Council has restricted its discretion over the following matters when considering and determining an application for Resource Consent:</p> <ul style="list-style-type: none"> i) Control of stormwater run-off; ii) The effects of increased stormwater flows downstream; iii) Methods of attenuating stormwater flows to pre-development rates; iv) Whether and the extent to which the activity meets the relevant Performance Standards or the Kaipara District Council Engineering Standards 2011; v) Effects on water quality; and vi) The extent to which low impact design principles are utilised. vi) <u>Within the Cove Road North Precinct, whether the proposal utilises low impact and/or water sensitive stormwater management devices and designs, outfalls that mitigate concentrated flows and detail of any obligations for lot owners to construct and maintain such devices.</u> vi) <u>Within the Cove Road North Precinct, the extent to which stormwater quality treatment has been provided to protect the environment from contaminants generated from the activity including whether the proposal includes appropriate stormwater quality monitoring associated with the design and construction stages as well as the consent holder's maintenance obligations.</u>
<p>13.10.13</p>	<p>Building Coverage</p>	<p>(1) Residential Zone Any activity is a Permitted Activity if:</p> <ul style="list-style-type: none"> a) Building coverage on a site is less than 35% of the net site area. <p>(2) The Cove Road North Precinct Any activity is a Permitted Activity if:</p> <ul style="list-style-type: none"> a) <u>Building coverage on a site is less than 45% of the net site area.</u> <p>Note 1: For clarity, for sites within an Outstanding Natural Landscape, Rule 13.10.3c shall also apply</p>	<p>Restricted Discretionary Activity</p>	<p>Where an activity is not permitted by this Rule, Council has restricted its discretion over the following matters when considering and determining an application for Resource Consent:</p> <ul style="list-style-type: none"> i) The scale and bulk of the building in relation to the site; ii) The existing built character of the surrounding neighbourhood; iii) Effect on the open space nature of the surrounding neighbourhood; iv) The availability of useable on-site outdoor living space; and v) The extent to which the proposal will affect the values of any Outstanding Natural Landscape identified in Map Series 2 and if applicable the extent to which the subdivision, use or development meets the additional assessment criteria contained in Appendix 18B. <p>Note 1: A description of the landscape features is provided in Appendix 18A. The values associated with the Outstanding Natural Landscapes are described in the Kaipara District Landscape Technical Report (2010).</p>

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<p>13.10.14</p>	<p>Retirement Facility</p>	<p>(1) The Cove Road North Precinct <u>Any retirement facility is a Restricted Discretionary Activity.</u></p>	<p><u>Restricted Discretionary Activity</u></p>	<p><u>Council has restricted its discretion over the following matters when considering and determining an application for Resource Consent:</u></p> <ul style="list-style-type: none"> i) <u>The siting, scale, design and layout of buildings ensures compatibility between buildings and their integration with other sensitive development on the site, adjacent sites and surrounding public spaces</u> ii) <u>The design, size and location of the private and/or communal open space, parking, loading spaces and driveways on the site achieves a high standard of on-site amenity, noise and visual privacy for residents, and ensures that effects from dust, fumes and light glare are minimised</u> iii) <u>Outdoor living areas or balconies are contiguous with the internal living areas.</u> iv) <u>The location of buildings, window and door placement, parking areas and outside amenity areas avoid reverse sensitivity effects on any adjoining industrial activities.</u>
<p>13.10.15</p>	<p>Buildings and Accessways within the Cove Road North Precinct – Northern Sub-precinct</p>	<ul style="list-style-type: none"> (1) <u>Any building or accessway is a permitted activity if it is setback at least 10m from existing indigenous vegetation located within the Northern Sub-precinct.</u> (2) <u>Any accessory building is a permitted activity if it is setback no further than 15m from any main dwelling located within the same site.</u> (3) <u>Any building or accessway is a permitted activity where:</u> <ul style="list-style-type: none"> (i) <u>The exterior finish of the building shall have a reflectance value of not more than 30 percent as defined within the BS5252 standard colour palette.</u> (ii) <u>The construction material of any accessway or driveway is of dark colour.</u> <p><u>Note: Any proposed building or accessway shall comply with all relevant rules within Chapter 13 in addition to rule 13.10.15.</u></p>	<p><u>Restricted Discretionary Activity</u></p>	<p><u>Council has restricted its discretion over the following matters when considering and determining an application for Resource Consent:</u></p> <ul style="list-style-type: none"> i) <u>The extent to which the buildings, accessways or driveways have been designed and located within the site to respond to the sensitivities of rural and natural landscape to the north, and</u> ii) <u>The mitigation of the potential adverse effect landscape effect of the built form.</u>

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Amendments to Chapter 13 – 13.13 Performance Standards for All Residential Subdivision

Rule	Parameter	Terms for Subdivision	Matters for Discretion
13.13X	<u>The Cove Road North Precinct Subdivision</u>	<p>General Rules:</p> <ol style="list-style-type: none"> 1. <u>Subdivision within the Cove Road North Precinct:</u> <ol style="list-style-type: none"> a. <u>Is a restricted discretionary activity.</u> b. <u>Is not subject to Residential Zone rules 13.11.1 – 3, 13.12.1, 13.13.1 and 2.</u> c. <u>Is subject to rules 13.13X.</u> d. <u>Complies with the relevant Performance Standards in Section 13.10 and 13.14 of this Chapter.</u> <p>Subdivision Design Rules:</p> <ol style="list-style-type: none"> 2. <u>Any subdivision within the Cove Road North Precinct shall ensure:</u> <ol style="list-style-type: none"> a. <u>Every allotment has a minimum net site area of 400m² except where the proposed allotment is located within the Northern Area as shown on Precinct Map 1; or</u> b. <u>Every proposed allotment within the Northern Area as shown on Precinct Map 1 has a minimum net site area of 1000m²; and</u> c. <u>Proposed allotments have an average size of at least 600m².</u> <p>Ecological Enhancement Rules:</p> <ol style="list-style-type: none"> 3. <u>Any subdivision within the Cove Road North Precinct where the site contains an ecological feature including indigenous terrestrial or aquatic habitats shall legally protect any indigenous habitats on site in perpetuity and manage the ecological feature on an on-going basis in accordance with an approved Ecological Enhancement and Management Plan.</u> 4. <u>Any subdivision in accordance with rule 13.13X.4 shall provide:</u> <ol style="list-style-type: none"> a. <u>A detailed Ecological Assessment prepared by a suitable qualified ecologist identifying and delineating all natural features contained within the site boundaries and assesses the effects of the proposed site development on these features, and provide recommendations how these may be avoided, remedied or mitigated; and</u> b. <u>An Ecological Enhancement and Management Plan designed to ensure that all ecological features are appropriately enhanced as part of site development works.</u> c. <u>A Wetland Assessment prepared by a suitably qualified ecologist identifying any potential effects associated with the development proposal on wetland features and how these will be avoided, remedied or mitigated, where 'natural wetland' areas as defined under NPSFM (2020) are located within a 100m setback from the proposed site development works.</u> 	<p><u>Council</u> will restrict its discretion over the following matters when considering and determining an application for Resource Consent:</p> <p><u>Rule 13.13X.1 – 4:</u></p> <ol style="list-style-type: none"> i. <u>The extent to which the proposal is consistent with the Cove Road North Precinct policies.</u> ii. <u>The extent to which the proposal is generally in accordance with the Cove Road North Precinct Map 1.</u> <p><u>Rule 13.13X.2 – Subdivision Design</u></p> <ol style="list-style-type: none"> i. <u>The design, size, shape, gradient and location of any allotment, access or public road.</u> ii. <u>Whether the proposal utilises low impact and/or water sensitive stormwater management devices and designs, outfalls that mitigate concentrated flows and detail of any obligations for lot owners to construct and maintain such devices.</u> iii. <u>The extent to which stormwater quality treatment has been provided to protect the environment from contaminants generated from the activity including whether the proposal includes appropriate stormwater quality monitoring associated with the design and construction stages as well as the consent holder's maintenance obligations.</u> iv. <u>Where staged subdivision is proposed, whether all necessary infrastructure, roading, utilities, public spaces and connections to service the proposed development will be established.</u> v. <u>Where common lots are proposed, the extent to which appropriate mechanisms are provided to ensure that all infrastructure management and maintenance requirements are sustainable.</u> vi. <u>Where there are any communally owned or managed services, infrastructure or other such assets or joint responsibilities arising from any proposal; that the nature of arrangements which are proposed ensure the on-going implementation of such arrangements whether through body corporate or similar mechanisms.</u> vii. <u>Location of existing buildings, access and manoeuvring, and private open space.</u> viii. <u>The location of proposed allotment boundaries and building areas so as to avoid potential conflicts between incompatible land use activities, including reverse sensitivity effects.</u> ix. <u>The provision, location, design, capacity, connection, upgrading, staging and integration of infrastructure, and how any adverse effects on existing infrastructure are managed.</u> x. <u>The protection of land within the proposed allotments to allow access and linkages to adjacent allotments for future infrastructure.</u> <p><u>Rule 13.13X.3 - Ecological Enhancement</u></p> <ol style="list-style-type: none"> i. <u>Measures to ensure the protection, restoration or enhancement of any natural features, including (but not limited to) the creation, extension or upgrading of services and systems, planting or replanting, the protection of natural wetlands and streams or any other works or services necessary to ensure the avoidance, remediation or mitigation of adverse environmental effects.</u> ii. <u>Where any subdivision involves a natural wetland or stream, whether the details of ecological protection and enhancement have been provided, including a minimum 10m riparian planting to streams and wetlands, weed and pest management controls and indigenous revegetation (where appropriate), are provided and any required mechanisms for ownership and maintenance of the area. For the avoidance of doubt these areas may form parts of private lots and be held in private ownership.</u> iii. <u>Whether the subdivision creates lots adjoining public open space (including recreation reserves and riparian/green corridors) that are designed to encourage passive surveillance of reserve areas having regard to finished contours, retaining, fencing and landscaping.</u> <p><u>Rule 13.13X.4 – Northern Sub-Precinct</u></p> <ol style="list-style-type: none"> i. <u>The extent to which the subdivision design and future development within the proposed allotments have been designed to respond to the sensitivities of rural and natural landscape to the north, and mitigate the potential adverse effect landscape effect of development.</u>

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<p>13.14.2</p>	<p>Road, Private Way Formation and Property Access</p>	<p>The design and layout of the subdivision provides for, and takes into account:</p> <p>1. Property Access</p> <p>a. Every allotment within the subdivision is capable of having vehicular access to a road; b. Property access is formed where it is shared by two or more allotments; c. Vehicle access and driveways comply with Rule 13.10.25; d. No more than seven allotments are served by a private shared access; e. Driveways onto the road or private ways are located in a manner that will allow for the safe entry and exit from the site based on expected vehicle operating speeds and methods for controlling vehicle speeds; f. Driveways onto the road or private ways are located to provide adequate sight distances for the safe functioning of the vehicle crossing and access; g. The property access is of a suitable width to contain required services.; and h. For new vehicle crossings on to State Highways, all NZ Transport Agency engineering requirements have been satisfied.</p> <p>Note 1: Any changes in land use, development or subdivision on sites that have access over a railway line require approval from the New Zealand Railways Corporation under the New Zealand Railways Corporation Act 1981.</p> <p>2. Road, Private Way, Cycle Way and Property Access Formation</p> <p>a. Road vesting in accordance with the following requirements:</p> <ul style="list-style-type: none"> • Driveways serving eight or more allotments shall be by public road vested with Council; • Design and construction shall be to the satisfaction of Council's Asset Manager (in accordance with the Standards in Kaipara District Council Engineering Standards 2011); and • A cul-de-sac shall be provided at the end of any no-exit public road. <p>b. Use and construction of unformed legal roads is to the satisfaction of Council's Asset Manager (in accordance with the Standards in Kaipara District Council Engineering Standards 2011).</p>	<p>Discretionary Activity</p>	<p>1. Council will have regard to the following matters when considering an application for Resource Consent under this Rule</p> <p>i. Whether and the extent to which the road or private way follows the alignment of indicative roads; ii. Whether and the extent to which there is a need for forming or upgrading roads in the vicinity, due to increased traffic from the subdivision; iii. Whether and the extent to which there is a the need for traffic control measures on the roads due to increased traffic from the subdivision; iv. Whether and the extent to which there is a the need for footpaths; v. Whether and the extent to which there is a need for stormwater management associated with the provision of the new road or private way; vi. Whether an adequate alternative access is able to be provided for the anticipated use; vii. Whether the access can contain required services; viii. The expected vehicle operating speeds and methods for controlling vehicle speeds; ix. Adequacy of sight distances available at the vehicle crossing and along the access; x. Possible measures or restrictions on vehicle movements in and out of the access; xi. Possible adverse effects on Council infrastructure on adjoining properties; xii. Any foreseeable future changes in traffic patterns in the area (including future congestion); xiii. The provision made to mitigate the effects of stormwater runoff and any impact on roading and access on waterways, ecosystems, drainage patterns or the amenities of adjoining properties; xiv. Whether and the extent to which the road, private way or property access complies with the Kaipara District Council Engineering Standards 2011 or has been confirmed as appropriate by Council's Engineer.; and xv. Where a new access is being provided or an existing access onto a State Highway modified, or on sites that have access over a railway line, whether the consent of the NZ Transport Agency and/or New Zealand Railways Corporation is obtained;</p> <p>Note 1: General assessment of the Kaipara District Council Engineering Standards 2011 is undertaken as part of the assessment of the Subdivision Resource Consent application and conditions relating to compliance with any of these Standards may be applied to the consent as part of the engineering approval.</p> <p><u>The Cove Road North Precinct Road, Cycleway and Pedestrian Connection</u></p> <p><u>2. Council will have regard to the following additional matters when considering an application for resource consent under this rule within the Cove Road North Precinct:</u></p> <p><u>i. The extent to which any road, cycling and pedestrian connections are established in accordance with the Cove Road North Precinct Map 1 and Cove Road North Precinct Concept Plan 1.</u></p>
<p>13.14.3</p>	<p>Provision for the Extension of Services</p>	<p>The design and layout of the subdivision provides for, and takes into account:</p> <p>a. The efficient and effective future extension of water and electricity supply, stormwater, wastewater, public access, walking trails, bridal ways and roads to any adjoining land</p>	<p>Discretionary Activity</p>	<p>(1) Council will have regard to the following matters when considering an application for Resource Consent under this Rule:</p> <p>i. Whether and the extent to which the subdivision is located close to existing residential settlements and avoids the need for provision of new or requirement for increased capacity of Council owned infrastructure and services to meet the needs of the development; ii. Whether and the extent to which the subdivision and development avoids cumulative effects on the environment and on the provision of infrastructure and services to the land being subdivided, and to nearby land that might be subdivided in the future; iii. Whether bonds or covenants, or both, are required to ensure performance or compliance with any conditions imposed; iv. Whether there is the need for land to be set aside and vested in the Council as a site for any public utility required to be provided; v. Whether and the extent to which public access for walking, cycling and bridleways can be provided as part of the development; vi. The need for and amount of any financial contributions in accordance with Chapter 22: Financial Contributions to achieve the above matters; and vii. Whether and the extent to which the extension of services meet the relevant Performance Standards or the Kaipara District Council Engineering Standards 2011</p> <p>Note 1: General assessment the Kaipara District Council Engineering Standards 2011 is undertaken as part of the assessment of the Subdivision Resource Consent application and conditions relating to compliance with any of these Standards may be applied to the consent as part of the Engineering Approval.</p> <p><u>The Cove Road North Precinct Road, Cycleway and Pedestrian Connection</u></p> <p><u>(2) Council will have regard to the following additional matters when considering an application for resource consent under this rule within the Cove Road North Precinct:</u></p>

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				<p>ii. The extent to which any road, cycling and pedestrian connections, create connectivity throughout the precinct and residential land beyond the precinct and are established in accordance with the Cove Road North Precinct Map 1 and Cove Road North Precinct Concept Plan 1.</p>
<p>13.14.5</p>	<p>Stormwater Disposal</p>	<p>(1) Where available all allotments are provided, within their net site area, with:</p> <p>a) A connection to a Council-maintained stormwater system, excluding sites within the Cove Road North Precinct; or</p> <p>(2) Where no Council system is available:</p> <p>a) All allotments are provided with the means for the transport and disposal of collected stormwater from the roof of all potential or existing buildings and from all impervious surfaces, in such a way as to avoid any adverse effects of stormwater runoff on the receiving environment in accordance with the Kaipara District Council Engineering Standards 2011, excluding sites within the Cove Road North Precinct.</p> <p>(3) The Cove Road North Precinct Stormwater Management</p> <p>a) All allotments are provided with the means for the transport and disposal of collected stormwater from the roof of all potential or existing buildings and from all impervious surface, in such a way as to mitigate any adverse effects of stormwater runoff on the receiving environment.</p> <p>Note 1: Stormwater discharges may require Resource Consent under the Regional Water and Soil Plan for Northland. Applicants should contact the Northland Regional Council to determine whether or not a Resource Consent is required.</p> <p>Note 2: Where parallel Resource Consent for stormwater discharge is required from the Northland Regional Council, Kaipara District Council will seek to undertake joint processing of both applications, via delegated authority from the Northland Regional Council.</p> <p>Note 3: The discharge of stormwater into the rail corridor is an offence under the Railways Act 2005 unless the written consent of the New Zealand Railways Corporation has been provided.</p> <p>Note 4: Good management practice for stormwater management is equivalent to those set out in the guideline document, Stormwater Management Devices in the Auckland Region (GD01).</p>	<p>Discretionary Activity</p>	<p>Council will have regard to the following matters when considering an application for Resource Consent under this Rule:</p> <p>i) Whether there is sufficient control of water-borne contaminants, litter and sediment;</p> <p>ii) Whether there is sufficient land available for disposal of stormwater;</p> <p>iii) Whether and the extent to which the capacity of the downstream stormwater system is able to cater for increased runoff from the proposed allotments;</p> <p>iv) Whether and the extent to which measures are necessary in order to give effect to any drainage or Catchment Integrated Development that has been prepared for the area;</p> <p>vi) Whether and the extent to which measures proposed for avoiding or mitigating the effects of stormwater runoff, including low impact design principles are effective;</p> <p>vii) Whether and the extent to which the stormwater infrastructure within the subdivision, is able to link with existing disposal systems outside the subdivision;</p> <p>viii) Whether and the extent to which the development meets the relevant performance standards or the Kaipara District Council Engineering Standards 2011;</p> <p>ix) Whether there is a need for land to be set aside and vested in the Council as a site for any public utility required to be provided;</p> <p>x) Within the Cove Road North Precinct:</p> <ul style="list-style-type: none"> - The extent to which run-off from a developed catchment is discharged back into its natural catchment. - The applicability of retention to be provided within a 72-hour period. - The extent to which inert building materials are to be utilised (e.g., inert roof material). <p>(3) The Cove Road North Precinct Information Requirement:</p> <p>Any application shall be supported by a detailed stormwater assessment report and stormwater management plan prepared by a suitably qualified engineer to confirm that the proposal will achieve the following:</p> <p>i) Treatment of the Water Quality Volume (WQV) or Water Quality Flow (WQF) from all contaminant generating impermeable surfaces by a water quality device for the relevant contaminants.</p> <p>ii) Retention (volume reduction) of a minimum of 5mm runoff depth for all impermeable surfaces.</p> <p>iii) Detention (temporary storage) with a drain down period of 24 hours for the difference between the pre-development (grassed state) and post-development runoff volumes from the 1/3 of the 2 Year ARI, 24-hour rainfall event minus any retention volume provided for all impermeable surfaces.</p> <p>iv) Conveyance and discharge of primary and secondary flow in accordance with the Kaipara District Council Engineering Standards 2011.</p>

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<p>13.14.6</p>	<p>Wastewater Disposal</p>	<p>A Residential Zone</p> <ol style="list-style-type: none"> 1. Where a Council reticulated wastewater system is available: <ol style="list-style-type: none"> a. The written approval of Council's Asset Manager is obtained and provided with the application to confirm that the Council wastewater system can be extended to serve the subdivision; and b. All allotments are provided, within their net site area, with a connection to the Council reticulated wastewater system; and c. The reticulated wastewater system is designed and constructed in accordance with the specific requirements of the Council wastewater system; and d. All water pipelines vested with Council shall be protected by an Easement in favour of Council. 2. Where a community wastewater system is proposed, the system shall be designed in accordance with AS/NZS1547:2008 "Onsite Wastewater Management Standards" 3. Where no Council system is available, all allotments are provided, within their net site area, with: <ol style="list-style-type: none"> a. 1,500m² area of land per household for wastewater disposal within the boundaries of the site. The area shall be clear of building sites, driveways and manoeuvring areas; and b. The applicant must demonstrate that an on-site disposal system meeting the requirements of the Regional Water and Soil Plan for Northland can be installed; and c. Applicants shall demonstrate that any effluent discharges comply with the requirements of the Regional Water and Soil Plan for Northland (or consent for discharges from the Northland Regional Council has been obtained). <p>Note 1: Effluent discharges may require Resource Consent under the Regional Water and Soil Plan for Northland. Applicants should contact the Northland Regional Council to determine whether or not a Resource Consent is required.</p> <p>Note 2: Where parallel Resource Consent for effluent discharge is required from the Northland Regional Council, Kaipara District Council will seek to undertake joint processing of both applications, via delegated authority from the Northland Regional Council.</p> <p>B Cove Road North Precinct</p> <ol style="list-style-type: none"> 1. <u>Where a Council reticulated wastewater system is available:</u> <ol style="list-style-type: none"> a. <u>Allotments may be provided, within their net site area, with a connection to the Council reticulated wastewater system; and</u> b. <u>Any reticulated wastewater system proposed is designed and constructed in accordance with the specific requirements of the Council wastewater system; and</u> c. <u>Pipelines vested with Council shall be protected by an Easement in favour of Council.</u> 2. <u>Where a community wastewater system is proposed, the system shall be designed in accordance with AS/NZS1547:2008 "Onsite Wastewater Management Standards"</u> <p>Note 1: <u>Onsite effluent disposal is required to comply with the Northland Regional Plan. Applicants should contact the Northland Regional Council to determine whether or not a Resource Consent is required.</u></p>	<p>A Residential Zone</p> <p>Discretionary Activity</p> <p>B Cove Road North Precinct</p> <p>Restricted Discretionary Activity</p>	<p>A Residential Zone</p> <p>Council will have regard to the following matters when considering an application for Resource Consent under this Rule:</p> <ol style="list-style-type: none"> i. Whether the capacity, availability and accessibility of the reticulated system is adequate to serve the proposed subdivision; ii. Whether there is sufficient land available for wastewater disposal on site, minimum 2,000m² for unserviced sites; iii. Whether and the extent to which the application includes the installation of all new reticulation, and complies with the provisions of the Kaipara District Council Engineering Standards 2011 or has been confirmed as appropriate by Council's Engineer; iv. Whether the existing wastewater treatment and disposal system, to which the outfall will be connected, has sufficient capacity to service the subdivision; v. Whether a reticulated system with a gravity outfall is provided, and where it is impracticable to do so, whether it is feasible to provide alternative individual pump connections (with private rising mains), or new pumping stations, complete pressure, or vacuum systems. Note: Council consent to install private rising mains within legal roads will be required under the Local Government Act; vi. Where a reticulated system is not available, or a connection is impracticable, whether a suitable wastewater treatment or other disposal systems is provided in accordance with regional Rules or a discharge system in accordance with regional Rules or a discharge permit issued by the Northland Regional Council; vii. Where a reticulated system is not immediately available but is likely to be in the near future whether a temporary system is appropriate. Note: Consent notices may be registered against Certificates of Title pursuant requiring individual allotments to connect with the system when it does become available; viii. Whether provision has been made by the applicant for monitoring mechanisms to ensure contaminants are not discharged to the environment from a suitable wastewater or other disposal system, together with any consent notices to ensure compliance; ix. The need for and extent of any financial contributions in accordance with Chapter 22: Financial Contributions to achieve the above matters; x. Whether there is a need for a local purpose reserve to be set aside and vested in Council as a site for any public wastewater utility for disposal or treatment purposes required to be provided; xi. The provision of practical vehicular access from a public road to and along any area vested with Council for waste water purposes; and xii. Whether the subdivision represents the best practicable option in respect of the provision that is made for the disposal of wastewater. <p>Note 1: General assessment of the Kaipara District Council Engineering Standards 2011 is undertaken as part of the assessment of the Subdivision Resource Consent application and conditions relating to compliance with any of these Standards may be applied to the Consent as part of the engineering approval.</p> <p>B Cove Road North Precinct</p> <p><u>Council will restrict its discretion over the following matters when considering and determining an application for Resource Consent:</u></p> <ol style="list-style-type: none"> i. <u>Whether the capacity, availability and accessibility of the reticulated system is adequate to serve the proposed subdivision;</u> ii. <u>Whether and the extent to which the application includes the installation of all new reticulation, and complies with the provisions of the Kaipara District Council Engineering Standards 2011 or has been confirmed as appropriate by Council's Engineer;</u> iii. <u>Whether the existing wastewater treatment and disposal system, to which the outfall will be connected, has sufficient capacity to service the subdivision;</u> iv. <u>Whether a reticulated system with a gravity outfall is provided, and where it is impracticable to do so, whether it is feasible to provide alternative individual pump connections (with private rising mains), or new pumping stations, complete pressure, or vacuum systems. Note: Council consent to install private rising mains within legal roads will be required under the Local Government Act;</u> v. <u>The need for and extent of any financial contributions in accordance with Chapter 22: Financial Contributions to achieve the above matters;</u> vi. <u>Whether there is a need for a local purpose reserve to be set aside and vested in Council as a site for any public wastewater utility for disposal or treatment purposes required to be provided;</u>
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				vii. <u>The provision of practical vehicular access from a public road to and along any area vested with Council for waste water purposes; and</u>
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