

Memorandum

To: Melissa McGrath (Barkers & Associates)
From: Katherine Overwater KDC District Plan Team Leader
Date: 20/12/22
Subject: The Rise Limited, Private Plan Change PPC83: Request – Further Information request, pursuant to Clause 23 of Schedule 1, RMA

Kia ora Melissa

Thank you for lodging a request for a Private Plan Change on behalf of The Rise Limited. This request was received by Kaipara District Council (Council) on 18 November 2022.

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

Council therefore requests the following further information:

A. Transportation

The Northland Transport Alliance comments are attached separately in Attachment 1 to this memorandum — please reply to those requests.

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.

[Network Operating Framework](#)

B. Infrastructure

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.

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.

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.

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.
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.

Council notes the remark in section 8.2.1.1 on the Wastewater Network and 8.2.2 regarding the knowledge gap.

The following link to the Council briefing may shed some light on this matter:

[Mangawhai Scheme Briefing – December 2022](https://pub-kaipara.escribemeetings.com/Meeting.aspx?Id=b72b848c-032b-44bf-9dda-f2bc6b1e3493&Agenda=Agenda&lang=English&Item=9&Tab=attachments)

<https://pub-kaipara.escribemeetings.com/Meeting.aspx?Id=b72b848c-032b-44bf-9dda-f2bc6b1e3493&Agenda=Agenda&lang=English&Item=9&Tab=attachments>

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.

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.

D. Consultation

1. 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.
2. 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.

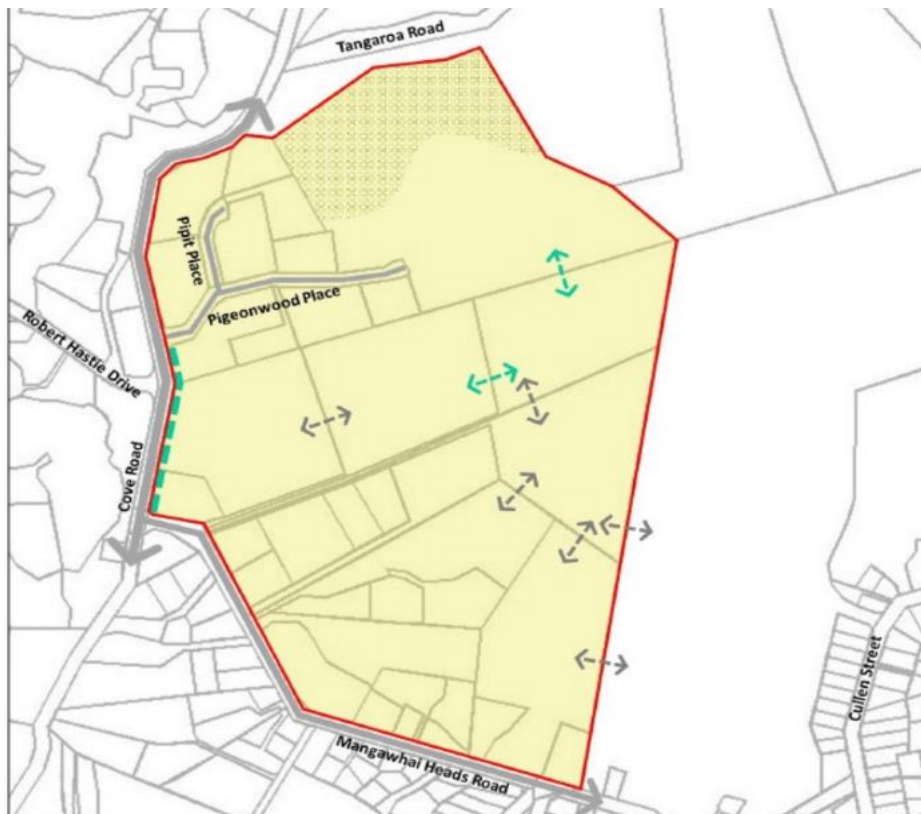
K.E. Overwater

Katherine Overwater
District Planning Team Leader

Attachment 1

Request for Roading Information

Date: 14/12/2022
 Resource consent: Private Plan Change 83
 Site Location: Cove Road/Mangawhai Heads Road



Legend	
	Cove Road North Precinct
	Existing road in or along the precinct
	Residential zone
	Larger Lot Sub-precinct
↔	Indicative street and cycling connection
↔	Indicative off-street cycling connection
	Off-street shared path

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.
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

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.*
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)*
5. *Safety and modelling assessment for Tara/Kaiwaka Mangawhai Road (holiday peak modelling only).*
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.*
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.*
8. *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.*
9. *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.*
10. *Request TIA to address the effects on Pigeonwood Place due to this proposed plan change both traffic effects and active modes.*
11. *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.*
12. *Has the applicant considered future growth while undertaking the assessments of the intersection? 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.*
13. *Request a minimum of 4.5m setback from the road boundary based off Exposure Draft District Plan.*
14. *Request applicant to include commercial/industrial activity as a Discretionary Activity or Non-complying in the District Plan.*
15. *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.*
16. *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.

17. 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?

18. **13.14.2** – Reads “the Cove Road North Precinct Road, Cycleway and Pedestrian Connection

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:

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”*

Request applicant to remove the wording “in accordance with Cove Road North Precinct Map 1 and Cove Road North Precinct Concept Plan 1” as the active modes connection has not been addressed completely.

Note: We request the SIDRA modelling to be undertaken for existing, future growth and peak summer periods as well.

If there are any questions or if you require any clarification, please feel free to contact me.

Kind regards,

Name

Signature



Vaishali Sankar
Northland Transportation Alliance
14/12/2022