

24 May 2023

Kaipara District Council  
Attn: Katherine Overwater, KDC District Plan Team Leader  
Via email

Tēnā koe Katherine

**Further Information Response for Mangawhai Hills Limited, Private Plan Change PPC84 (Clause 23 of the RMA)**

Thank you for your letter dated 3 April 2023 which set out a further information request arising from your review of the above private plan change application. Our response is provided in the table below and is supported by the following attachments:

- Attachment 1: Infrastructure Response
- Attachment 2: Revised Transportation Assessment
- Attachment 3: Soil LUC assessment
- Attachment 4: Apex Wastewater Management services EOI
- Attachment 5: Draft Wastewater Treatment Plant proposal

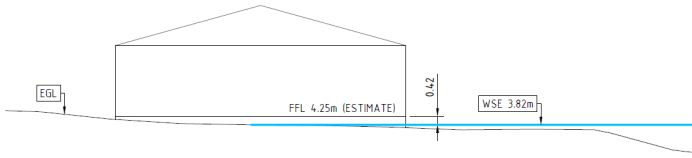
**Table 1: Further information response.**

	Clause 23 Item	Response
	Wastewater	
1	In terms of the options presented in the proposal for using community wastewater plants or onsite treatment solutions, please demonstrate further details in respect to the proposed phasing of the development, which considers any potential impacts on Council's network at the time of subdivision resource consent.	<p>Within the area owned by the applicant, it is proposed to construct 50 houses per year, over a 10 year span, with a resultant total 500 new dwellings at the end of the 10 year development period. Infrastructure required is to be constructed during Stage 1 to provide WW treatment for future stages.</p> <p>A robust set of provisions are set out in Appendix 3 of the application lodged, to ensure that at time of Resource Consent, there is sufficient scope for Council to comprehensively consider and assess the proposed staging and sequencing of infrastructure and development. The key provisions are set out as follows [our emphasis added in <u>underlined text</u>]:</p>

Clause 23 Item	Response
	<p><i><b>DEV-01 Mangawhai Hills Development Area</b> [overall objective]: Sustainable and environmentally conscious residential living opportunities are provided for in the Mangawhai Hills Development Area whilst ecological, landscape, amenity, servicing and transportation effects are managed.</i></p> <p><i><b><u>DEV1-P6 Subdivision policy</u></b></i></p> <p><i>The Mangawhai Hills Development Area provides for high quality subdivision that implements the Mangawhai Hills Structure Plan where:</i></p> <ol style="list-style-type: none"> <li><i>1. The subdivision and development identifies, protects and promotes the restoration and enhancement of the full extent of natural wetland features, intermittent and permanent streams, and indigenous vegetation and related buffer areas.</i></li> <li><i>2. Inappropriate new development in 10- and 100-year flood hazard areas and coastal hazard areas is avoided.</i></li> <li><i><u>3. There is sufficient provision of sustainable infrastructure to accommodate the subdivision and development.</u></i></li> <li><i>4. Building platforms are designed and orientated to be well integrated, respond to topography, solar orientation, and prevailing winds.</i></li> <li><i>5. Lots are generally shaped, sized and orientated to achieve positive sunlight access, onsite amenity, privacy and outlook.</i></li> <li><i>6. Public roads and open space networks are well connected, legible and safe.</i></li> </ol> <p><i><b>DEV1-R19 Subdivision Rule - matters of discretion:</b></i></p> <p><i>e. The extent to which the proposal is generally in accordance with the Mangawhai Hills Structure Plan.</i></p> <p><i><u>h. Staged subdivision establishes and coordinates with necessary infrastructure upgrades.</u></i></p> <p><i><b><u>DEV1-S17 Wastewater Disposal Standard and matters of discretion – (Entire standard)</u></b></i></p> <p><i>It is considered that there is sufficient provision in place as proposed to ensure that at Resource Consent stage,</i></p>

Clause 23 Item		Response
		potential impacts on Council’s network at the time of subdivision resource consent resulting from the proposed community wastewater plants or onsite treatment solutions will be sufficiently addressed and considered.
2	Please provide an indication of the potential subdivision lot yield for the purposes of calculating the future effluent requirements for a possible connection to a public system if and when this would be required.	<p>A total of approximately 500 lots are proposed within the portion of the plan change area that is owned by the applicant that is earmarked for on-site treatment. Traffic assessments allow for a yield of 600 lots in total within the total plan change area, so there is potential for approximately 100 lots in the future that may require connection to the public wastewater network.</p> <p>Design flow for private wastewater treatment (approx. 500 Lots):  Average Dry Weather Flow – 2.52L/s  Peak Dry Weather Flow – 6.29L/s  Peak Wet Weather Flow – 12.59L/s</p> <p>Design flow for potential public connection (100 Lots):  Average Dry Weather Flow – 0.50L/s  Peak Dry Weather Flow – 1.26L/s  Peak Wet Weather Flow – 2.52L/s</p>
Stormwater and flooding		
1	Please provide calculations for impermeable surfaces demonstrating the overall, upper end percentages, if the development area is to be developed to the full extent of the site, taking into account the proposed green spaces.	<p>Please refer to the spreadsheet in <b>Attachment 1</b> for coverage calculations.</p> <ul style="list-style-type: none"> <li>Existing Model = 10% Impervious, 90% Pervious</li> <li>Surrounding Area at Residential MPD, Site Area Rural = 37% Impervious, 63% Pervious</li> </ul> <p>Entire Catchment Area Residential MPD = 50% Impervious, 50% Pervious</p>
2	Please verify flood models based on levels from the recent weather event in Mangawhai (24 <sup>th</sup> February 2023). It’s noted that there is a potential risk of flooding at 114 Moir Street, which could	<p>The client has since been to visit the property twice to speak to the resident (Gary and Deborah Page-Wood) and enquire about recent flooding events experienced in February 2023. It was reported by the resident that flood waters approached ‘within 100mm’ of the FFL on February 27th 2023. This can be clearly evidenced from the water level</p>

Clause 23 Item	Response
<p>be cumulatively impacted by the proposed development. Given the low accuracy of hydrological models, there may be value in using this recent information as confirmation of the calculated flood levels.</p>	<p>marks in various places surrounding the house. The Page-Wood's purchased the property in May 2022. Their house was a re-located house, placed on the property in 2016, through a subdivision completed by the rear property owners Keith and Moira Jackson, who reside at 112 Moir St. The Page-Wood's state their re-located house has supposedly been placed at a floor level of 100mm above the 100 year flood level.</p> <p>In order to test this through flood modelling, rain gauge data made available by NRC has been used against our HEC-RAS existing coverage model. The rain gauge closest to the property is referred to as 'Hakaru at Tara' approximately 9km from the site. The extreme storm event in Mangawhai on 24th February 2023 shows rainfall of 398mm over a 24 hour period.</p> <p>The Rainfall Gauge at the Frecklington Farm at 160 Tara Rd showed 400mm of rain in the peak 12 hour period on 24th February, so a slightly higher peak rate than the 398mm of rain in 24 hours at Hakaru, 9km away.</p> <p>This has been used as the rainfall for our test model.</p> <p>We have applied some refinement of the model's Mannings numbers in this area to provide as much accuracy as we can at this early stage in the design. We note that we do not have topographical survey, and floor levels are estimated from the LINZ lidar ground model. We have added in the bridge structure to the south of 114 Moir Street, but note that the dimensions of this are best guess at this stage and are yet to be confirmed before we proceed with a more detailed flood model at RC stage.</p> <p>The resultant water surface elevation from this test model is 3.82m. Our assumed FFL of 114 Moir Street is 4.25m, resulting in a freeboard of 0.42m, which is lower than the anecdotal level provided by the resident. Given the lack of accurate survey data in this area and anecdotal nature of estimated flood level by the resident, a variance of several hundred millimetres is not unexpected.</p> <p>The Mangawhai 24<sup>th</sup> February 2023 rainfall event was a significant storm event well above the 1% AEP event that we</p>

Clause 23 Item		Response
		<p>are required to model, and we note that even in such an event the property in question did not flood.</p> <p>On the 24<sup>th</sup> February 2023 rainfall event the Page-Wood’s were present at the property and evidenced the rapidly rising water levels near and surrounding their house. On 22<sup>nd</sup> March 2023, during the client’s 2<sup>nd</sup> visit to the property, they walked the property and the Page-Wood’s described what happened (see the attached Site Plan with comments). They stated the culvert stream crossing to the 112 Moir St house was deep under water and that water was flowing past this culvert. The anecdotal water flow direction and water levels are highlighted on the Plan.</p> <p>Our client and the Page-Wood’s reviewed the stream area downstream of the 112 culvert and also to the south of the 114 house. It is very evident that there is heavy vegetation in or near the stream, including dense mangroves, evidence of fallen tree debris etc. This has no doubt reduced water flow during a major storm event.</p> <p>Our client recommends a thorough review on site (with Council) of the entire lower stream area from 104 Tara Road to the 114 Moir St house and 106 Moir St to the Moir St bridge and agree to reduce vegetation obstructing the intended stream water flows, and ensure this stream operates as intended.</p> 
Roading/Transport		
1	<p>Trip distribution to the north via Cove Road appears to be high, please explain the rationale behind these trips?</p>	<p>A 25% distribution to the north via Cove Road was applied to allow for vehicle trips travelling north to: northern areas of Mangawhai Heads, Laings Beach, Waipu, and Whangarei. Following the discussions on roading connections to Mangawhai Central lands and the termination of Old Waipu Road in the south (negating a subject site connection to Old Waipu and Molesworth Drive in the future) the following trip distribution is considered to be applied to the site as a generalisation.</p>


Clause 23 Item		Response
		Refer to revised Transport Assessment in <b>Attachment 2</b> which has been updated to respond this request following a meeting with Northern Transport Alliance (NTA) on 2 May 2023.
2	Trip distribution shows that the majority of site trips travelling via Old Waipu Road, whilst 50% of the site is below this connection. Please review the distributions and confirm that this is the case.	<p>Based on the site area and indicative lot yields, while it may appear that a decent portion of the site is below this connection, the majority of the lots are likely to be developed in the central-north area of the site. Which would likely access out to Old Waipu Road (and Mangawhai Central) following the establishment of these roads.</p> <p>Refer to revised Transport Assessment in <b>Attachment 2</b> which has been updated to respond this request following a meeting with Northern Transport Alliance (NTA) on 2 May 2023.</p>
3	Trip distribution figures show trips turning left out of the Old Waipu Road access and then connecting to Cove Road. There is no comment in the Integrated Transport Assessment about the timing for the roading connection between the northern and southern sections of Old Waipu Road. Please specify when this connection is anticipated and how this relates to the proposed development.	<p>As part of the site development, no road connections from the subject site will be formalised onto Old Waipu Road, until such time as Old Waipu Road is upgraded to provide the connection into the rear of Mangawhai Central.</p> <p>Existing provisions set out in <b>Attachment 3</b> of the plan change application will ensure that the timing of road connections is adequately detailed and assessed at the time of future consent application, in particular, DEV1-01 (Mangawhai Hills Development Area Objective), DEV1-03 (Transportation objective), DEV1-P2 (Transportation and connectivity policy), DEV1-P6 (Subdivision Policy), DEV1-R19 (Subdivision Rule), DEV1-S14 (Road Standard) and DEV1-REQ2 (Subdivision information requirements) will ensure that any subdivision application that involves a new road will be supported by a transport assessment which demonstrates consistency with all of the relevant provisions, as well as sets out the proposed staging and delivery of infrastructure and upgrades to existing infrastructure, and its coordination with proposed development.</p> <p>Refer to revised Transport Assessment in <b>Attachment 2</b> which has been updated to respond this request following a meeting with Northern Transport Alliance (NTA) on 2 May 2023.</p>
4	The AM (morning) trip generation appears incorrect in the assessment provided, please	<p>This was an image input area, upon adjusting the trip distributions, the correct figure will be input into the updated report.</p> <p>Refer to revised Transport Assessment in <b>Attachment 2</b> which has been updated to respond this request following a</p>

Clause 23 Item		Response																																																																
	review this figure and confirm whether it is correct or not.	meeting with Northern Transport Alliance (NTA) on 2 May 2023.																																																																
5	It is unclear from the assessment provided how the background growth was derived in relation to this proposal; can this please be clarified?	<p>Background growth was taken as 1% per annum compounded. This percentage was utilised as the development consists of a large quantum of housing and therefore represents a significant portion of the growth that may occur. (600 households, equalling approximately 1,500 – 2,100 people. (2.5-3.5 people per household). Combining the 1% growth with the proposal, over the approximate 10 year development horizon, yield a net average growth rate of 2.5%.</p> <p>Population in Mangawhai area (census districts Mangawhai Rural, Mangawhai Heads and Mangawhai) is estimated to currently be ~7,000 people. Information made available in the latest Infometrics Kaipara District population projections report (Feb 2023) [report attached], estimates between 2022-2034, the population will grow by approximately 2.4% per annum.</p> <table border="1"> <thead> <tr> <th rowspan="2">SA2 area</th> <th colspan="2">Population</th> <th colspan="2">Annual growth</th> </tr> <tr> <th>2022</th> <th>2054</th> <th>2024-2034</th> <th>2034-2054</th> </tr> </thead> <tbody> <tr> <td>Kaipara Coastal</td> <td>4,201</td> <td>4,764</td> <td>0.5%</td> <td>0.4%</td> </tr> <tr> <td>Maungaru</td> <td>1,936</td> <td>2,077</td> <td>0.3%</td> <td>0.0%</td> </tr> <tr> <td>Dargaville</td> <td>5,214</td> <td>6,420</td> <td>0.8%</td> <td>1.0%</td> </tr> <tr> <td>Ruawai-Matakohe</td> <td>2,765</td> <td>3,020</td> <td>0.4%</td> <td>0.2%</td> </tr> <tr> <td>Otamatea</td> <td>1,946</td> <td>2,178</td> <td>0.6%</td> <td>0.2%</td> </tr> <tr> <td>Maungaturoto</td> <td>1,447</td> <td>1,903</td> <td>1.1%</td> <td>1.3%</td> </tr> <tr> <td>Kaiwaka</td> <td>2,656</td> <td>3,559</td> <td>1.2%</td> <td>1.3%</td> </tr> <tr> <td>Mangawhai Rural</td> <td>3,024</td> <td>5,727</td> <td>2.9%</td> <td>2.9%</td> </tr> <tr> <td>Mangawhai Heads</td> <td>2,713</td> <td>4,116</td> <td>1.8%</td> <td>1.7%</td> </tr> <tr> <td>Mangawhai</td> <td>1,297</td> <td>1,931</td> <td>2.2%</td> <td>0.8%</td> </tr> <tr> <td><b>Kaipara District</b></td> <td><b>27,200</b></td> <td><b>35,696</b></td> <td><b>1.1%</b></td> <td><b>0.6%</b></td> </tr> </tbody> </table> <p>As such, the background growth factor of 1%, in addition to the site generated traffic is considered to be consistent with growth forecasts for the area.</p> <p>Refer to revised Transport Assessment in <b>Attachment 2</b> which has been updated to respond this request following a meeting with Northern Transport Alliance (NTA) on 2 May 2023.</p>	SA2 area	Population		Annual growth		2022	2054	2024-2034	2034-2054	Kaipara Coastal	4,201	4,764	0.5%	0.4%	Maungaru	1,936	2,077	0.3%	0.0%	Dargaville	5,214	6,420	0.8%	1.0%	Ruawai-Matakohe	2,765	3,020	0.4%	0.2%	Otamatea	1,946	2,178	0.6%	0.2%	Maungaturoto	1,447	1,903	1.1%	1.3%	Kaiwaka	2,656	3,559	1.2%	1.3%	Mangawhai Rural	3,024	5,727	2.9%	2.9%	Mangawhai Heads	2,713	4,116	1.8%	1.7%	Mangawhai	1,297	1,931	2.2%	0.8%	<b>Kaipara District</b>	<b>27,200</b>	<b>35,696</b>	<b>1.1%</b>	<b>0.6%</b>
SA2 area	Population			Annual growth																																																														
	2022	2054	2024-2034	2034-2054																																																														
Kaipara Coastal	4,201	4,764	0.5%	0.4%																																																														
Maungaru	1,936	2,077	0.3%	0.0%																																																														
Dargaville	5,214	6,420	0.8%	1.0%																																																														
Ruawai-Matakohe	2,765	3,020	0.4%	0.2%																																																														
Otamatea	1,946	2,178	0.6%	0.2%																																																														
Maungaturoto	1,447	1,903	1.1%	1.3%																																																														
Kaiwaka	2,656	3,559	1.2%	1.3%																																																														
Mangawhai Rural	3,024	5,727	2.9%	2.9%																																																														
Mangawhai Heads	2,713	4,116	1.8%	1.7%																																																														
Mangawhai	1,297	1,931	2.2%	0.8%																																																														
<b>Kaipara District</b>	<b>27,200</b>	<b>35,696</b>	<b>1.1%</b>	<b>0.6%</b>																																																														
6	Please provide an assessment for the operations of Moir Street / Insley Street and Moir Street / Molesworth Drive. Given the	As discussed, given the recent upgrade of these intersections, and the underlying assessment/modelling done for them, these upgrades would have factored in likely traffic growth in the area. As such no further assessment of these intersections is necessary.																																																																

	Clause 23 Item	Response
	distributions of trips vary among the three peak periods, this analysis should be for the morning, afternoon, and Saturday peak hours.	Refer to revised Transport Assessment in <b>Attachment 2</b> which has been updated to respond this request following a meeting with Northern Transport Alliance (NTA) on 2 May 2023.
7	Please provide information on any changes in trip distribution which might affect some of the key intersections. The Safe Systems Assessment (SSA) has to reflect the same (increased exposure and likelihood of crashes).	<p>Upon reviewing the distributions of traffic from above, we'll update volumes within the SSA to reflect accordingly.</p> <p>The exposures scoring is not likely to change significantly based on the volume thresholds, but will be verified within the updated report. Additionally, the intersection of Old Waipu Road and Molesworth Rd will be removed from the SSA, as in the future this road will not have a direction connection to the subject site.</p> <p>0 = 0 AADT            1 = &lt;1000 AADT            2 = 1000-5000 AADT            3 = 5000-10000 AADT            4 = &gt;10000 AADT</p> <p>Refer to revised Transport Assessment in <b>Attachment 2</b> which has been updated to respond this request following a meeting with Northern Transport Alliance (NTA) on 2 May 2023.</p>
8	<p>No comment is made as to how the Private Plan Change aligns with planning policies such as the Mangawhai Spatial Plan. Please provide an assessment of the Mangawhai Spatial Plan and the Mangawhai Network Operating Framework. A link to each document has been provided below:</p> <p>Mangawhai Spatial Plan:</p> <p><a href="https://www.kaipara.govt.nz/uploads/spatial%20planning/Mangawhai%20Spatial%20Plan.pdf">https://www.kaipara.govt.nz/uploads/spatial%20planning/Mangawhai%20Spatial%20Plan.pdf</a></p>	<p>As discussed in the meeting with NTA on 2 May 2023, there is general agreeance that the PPC is generally consistent with the Spatial Plan and NOF.</p> <p><u>Mangawhai Spatial plan</u></p> <p>The Mangawhai Spatial plan sets out a high level picture (spatially) of how Mangawhai could grow over the next 20-25 years, whilst responding and addressing the communities social, economic, environmental and local context needs. The spatial plan identifies the following opportunities within or in proximity to the plan change area:</p> <ul style="list-style-type: none"> <li>- A key ecological corridor and linkage is identified from the southeastern portion of the site, running through towards the north east. This linkage has been recognized within the Design Statement and subsequent zoning and provisions as a key ecological connection which is to be enhanced and protected as part of any future development.</li> </ul>



Clause 23 Item	Response
<p>Network Operating Framework:<a href="https://pub-kaipara.escrimemeetings.com/files/tream.ashx?DocumentId=3442">https://pub-kaipara.escrimemeetings.com/files/tream.ashx?DocumentId=3442</a></p>	<ul style="list-style-type: none"> <li>- Part of the site is identified within the Te Ika Ranganui War Zone (Area of cultural significance). The proposed plan change has been prepared, noting this area as a key consideration. The proposed provisions will ensure that future development will recognise and respond to the unique context and cultural identity of the locality through the management of lot sizes, locations, and associated built form and development.</li> <li>- Part of the site is located within the area earmarked as ‘future possible wastewater Mangawhai’. This has been considered in the supporting infrastructure assessment and the development of the infrastructure provisions.</li> <li>- Part of the site has been identified as an urban-residential growth area’ Area D, acknowledging suitability for incorporation into the Residential Zone. The remainder of the site is situated within an area marked as ‘Frecklington Farm’ which identifies the area as being appropriate for ‘Rural residential’ zoning. This has been recognized within the Design Statement and subsequent zoning and provisions which set out to manage built form appropriately within the context of the site.</li> <li>- Cove Road and Old Waipu Road have been identified as key ‘through route’ links, and Cove Road as a potential alternative western bypass link. The Design statement and traffic assessment has incorporated this into the relevant considerations and assessment.</li> </ul> <p>Overall, as outlined in section 7.4.2 of the Section 32 assessment, The plan change seeks to rezone an area of land identified as Frecklington Farm and Urban Residential Growth Area, the Mangawhai Hills Development Area which will provide for a level density generally consistent with that anticipated by the Mangawhai Spatial Plan. It is considered that the plan change is entirely consistent with the Mangawhai Spatial Plan and will achieve all of the outcomes sought.</p> <p><u>Network Operating Framework</u></p> <p>The Network Operating Framework (2021) (<b>NOF</b>) identifies the area surrounding the site as being subject to a planned future primary route connection/upgrade (connection between Molesworth Drive and Cove Road via Old Waipu Road) and an improved traffic diversion via Cove Road to alleviate the need to travel through Mangawhai and Mangawhai Heads in the long term. As outlined in previous correspondence, the Design Statement and Transport Assessment has been developed with these planned upgrades at the forefront of the assessment. The proposed zoning will not impact the ability to complete the projects</p>

	Clause 23 Item	Response
		<p>anticipated under this document, rather, the proposal will be entirely compatible with the forecasted upgrades that are set out in the NOF.</p>
9	<p>Please confirm whether the proposed development will provide a connection to Mangawhai Central. If yes, can the connection please be depicted in the proposed plans.</p>	<p>The intention is that the development will connect to the upgraded Old Waipu Road north, which in turn will connect into Mangawhai Central. At subsequent subdivision and staging of the development, the timing of this Old Waipu Road and Mangawhai Central connection will be factored into the site's planning and suitable provisions have been made within the Precinct plan to connect these favourable design outcomes of the applicant, the 3rd party at Mangawhai Central and Council. Refer to the response to point 3 of the transport queries above which set out the key provisions in detail.</p>
10	<p>In respect to cycle network connections please outline if the proposal will be providing cycle network connections within the development area and on Tara Road/Cove Road. If yes, please provide an indicative plan showing these connections.</p>	<p>Within the plan change area, a robust network of pedestrian/cyclist trails and pathways will be provided for use by residents and the wider public alike. This is set out in the Design Statement and the Section 32 report in detail.</p> <p>In addition, the existing footpath along Tara Road is proposed to be extended approximately 950 metres from its current termination point to the Frecklington Farm's middle access point onto Tara Road as indicated below.</p>  <p>As outlined in the response to point 3 of the traffic matters above, there is adequate provision in Appendix 3 to ensure that at time of Resource consent, pedestrian and cycle connections are adequately provided in accordance with the design statement. The exact timing and delivery of key pedestrian and cycle infrastructure will be detailed at Resource Consent stage.</p>

Clause 23 Item		Response
	Iwi consultation	
1	<p>Te Uri o Hau has indicated they have sent their cultural assessment and monitoring protocols &amp; policies 2023 to undertake a Cultural Impact Assessment (CIA). When the Cultural Impact Assessment is completed, it should be included in the application documentation and the applicant’s assessment.</p>	<p>A cultural assessment for the site is currently underway with Te Uri o Hau. Further, the applicant is in ongoing consultation with Te Uri o Hau with regards to matters outside of the plan change / RMA process relating to ongoing input into future development, planting, partnership / management opportunities, storytelling / cultural narratives and interpretation.</p> <p>An initial site visit has been undertaken between representatives of Te Uri o Hau however as part of the subsequent site visit required for the completion of a Cultural Assessment, there has been delays with Te Uri o Hau being able to get to the site due to a number of factors. This has resulted in delays in receiving an updated Cultural Assessment. Notwithstanding this, discussions to date have not raised any concerns with respect to cultural effects.</p> <p>A further site visit was had between the client, Te Uri o Hau and Jonathan Carpenter of Geometria on 23<sup>rd</sup> May 2023 to review Geometria’s findings of their Cultural Assessment. All the locations of interest were reviewed across the site and discussed in detail. Geometria and Te Uri o Hau agreed that there were no significant cultural issues that would affect the PPC. There are a number of localised areas that we have all agreed will be reviewed more closely within each Stage’s Resource Consent applications. The Geometria Report will be provided in coming days.</p> <p>The applicant considers that sufficient consultation has been completed, that no potential adverse effects have been raised during the site visits or past CIA. The applicant further notes that the proposed plan change provisions include matters which trigger appropriate consultation at time of development. The applicant considers that the plan change should continue to be processed by Council, recognising that the applicant has committed to ongoing consultation with Te Uri o Hau, and that the proposal will be publicly notified and Te Uri o Hau will have further opportunity to participate should they wish to via the public notification.</p>
2	<p>To date Council has not received any request for any additional information from Ngati Manuhiri,</p>	<p>It is confirmed that consultation has not been undertaken between the applicant and Ngāti Manuhiri to date.</p>

Clause 23 Item	Response
<p>but the applicant’s consultation records that consultation has been undertaken with Ngati Manuhiri. Please provide your record of this consultation.</p>	
<p>Community Consultation</p>	
<p>3</p> <p>Previous discussions with Council staff indicated local consultation with organisations such as Mangawhai Matters and the Mangawhai Ratepayers Association has been undertaken. If any consultation has been undertaken to date, this information needs to be recorded in the application. Please provide any relevant information recognising that these organisations will be able to make submissions once the Plan Change is notified.</p>	<p>The applicant has undergone extensive consultation to date and this consultation is continuing throughout the course of the plan change process. The following provides a summary of the key meetings that have been held with identified key stakeholders, including key matters discussed:</p> <ul style="list-style-type: none"> <li> <p><b>Northern Transport Alliance</b> - Meeting held at NTA offices on 2 September 2022</p> <p><i>Attendees: Vaishali Sankar (NTA); Andy Brown (NTA); Nick Marshall (NTA); Patrick Fontein (Applicant); Peter Kelly (TPC); Alisa Neal (B&amp;A)</i></p> <p>Key matters discussed: Introduction to the project, including high level discussion on the masterplanning work that was in progress on the site. This included the sharing of information regarding key roading projects in the district, the Old Waipu Road upgrade, discussion on key desired roading layout and hierarchies within the site, and sharing of aspirations regarding conservation design led approach to the planning of the site which includes proposing a hierarchy and network of trails and multi-use pathways and supporting recreation and active transportation. NTA provided a high level confirmation of support for the project generally, and key outcomes of these discussions have informed the further design work and technical assessment that has been developed to support the plan change application.</p> </li> <li> <p><b>Northern Transport Alliance</b> - Meeting held at B&amp;A offices on 2 May 2023</p> <p><i>Attendees: Vaishali Sankar (NTA); Andy Brown (NTA); Nick Marshall (NTA); Patrick Fontein (Applicant); Peter Kelly (TPC); Alisa Neal (B&amp;A)</i></p> <p>Key matters discussed: The Transportation matters set out in the Clause 23 request were discussed thoroughly, including the applicant team’s proposed</p> </li> </ul>

Clause 23 Item	Response
	<p>approach to the response to these matters. At a high level, NTA provided comfort following discussions that our approach to the further information request was in line with what they expected. This was subsequently confirmed in follow up email correspondence and the responses outlined in the Clause 23 response are consistent and respond to the key points raised in this meeting. Further discussion were also had with regards to the timing and planned upgrade of Old Waipu Road.</p> <ul style="list-style-type: none"> <li> <b>Te Uri o Hau</b> - Meeting held onsite on 15/12/22           <p><i>Attendees: Edward Ashby, Shereen Worthington and Fiona Kemp (Te Uri o Hau); Doug Leighton (Edgplanning), Patrick Fontein (applicant), Mel McGrath, Alisa Neal, Hannah Petengell (B&amp;A) and Mitch Burn (Greenwood Associates)</i></p> <p>Key matters discussed: This was an introduction to the team and the project, including discussion on the masterplanning and urban design work which was underway. A subsequent agreement is in place for further site visits and assessment to be undertaken.</p> <p>Separate to this, the applicant has undertaken to arrange ongoing meetings to discuss and workshop any key matters and values that may result through the cultural engagement process. Key challenges and opportunities that were discussed at the initial meeting have been subsequently addressed through the plan change application, and others that leant towards the establishment of more of an ongoing relationship between Mangawhai Hills Limited and Mana Whenua that is intended to be progressed outside of a statutory process. I.e., ongoing engagement on the future development plans, planting, partnership / management opportunities, storytelling/ cultural narratives and interpretation</p> </li> <li> <b>Kaipara District Council Consents team</b> - Meeting held onsite on 28/9/22           <p><i>Attendees: Lloyd Barton and JJ Pienaar (KDC); Patrick Fontein (applicant), Alisa Neal, Hannah Petengell (B&amp;A)</i></p> <p>Key matters discussed: This site visit involved a general introduction to the applicant and the project</p> </li> </ul>

Clause 23 Item	Response
	<p>at a high level, noting that it was in early stages of masterplanning at this point. General discussion around the intent to lodge a private plan change was had, as well as initial thinking on future RC applications including timing and development aspirations for the site in the long term. The Council attendees provided high level support around the initial thinking and design approach and did not raise any major red flags, noting the process that was yet to take place.</p> <ul style="list-style-type: none"> <li>• <b>Kaipara District Council policy and infrastructure team</b> - Meeting held at B&amp;A offices on 28/10</li> </ul> <p><i>Attendees: Katherine Overwaters, Paul Waanders, Michael Day and Eros Foschieri (KDC); Patrick Fontein (applicant), Alisa Neal, Hannah Petengell and Mel McGrath (B&amp;A) and Steven Rankin (Chester Engineers)</i></p> <p>Key matters discussed: An introduction to the project generally was provided, including a discussion on general aspirations for the site, sharing of the initial masterplanning and design statement work, and a discussion on the proposed Council pathway moving forward to achieve these aspirations. The conservation design led approach to the planning of the site was discussed in detail and there was a high level of support for these aspirations. The high level infrastructure strategy was also discussed. Reasoning for proceeding with a PPC application as opposed to other available mechanisms was discussed. Timeframes and procedural matters were confirmed.</p> <p>Additional meetings / consultation that has been undertaken include:</p> <ul style="list-style-type: none"> <li>• A meeting was held with Mangawhai Matters on 10/11/22. Subsequent correspondence has taken place and discussions have informed further work on the design and technical input as part of the plan change application</li> <li>• Consultation has been undertaken with Gail Fotheringham (KDC Community advisor) on 2 September 2022 and 13 October 2023</li> <li>• Consultation has been undertaken with the 'Mangawhai Tracks' Charitable Trust, including</li> </ul>

Clause 23 Item		Response
		<p>meetings held on the 20/10/22, the 19/1/23 and the 26/4/23.</p> <ul style="list-style-type: none"> <li>• Consultation has been undertaken with the KDC Parks and Reserves team, including a meeting held on 13 October 2022</li> <li>• Meetings have been held on site with North Power’s Andrea Greenhalgh, Mike Gibbs and Clark Pullan on Friday 5<sup>th</sup> May 2023, and with North Power’s Rachel Wansbone and Mike Gibbs on 15<sup>th</sup> May 2023. North Power have confirmed that with their new infrastructure being installed from Cove Rd, adjacent to Old Waipu Road north and into Mangawhai Central in late 2023, there will be sufficient electrical supply and a new Fibre connection to supply directly to the property, in line with the households projected within the PPC application.</li> <li>• A meeting was held with Sarah Bray of Sustainable Kaipara on 5 November 2022 to discuss the proposal overall. General support for the proposal was confirmed and a commitment to ongoing discussions regarding future sustainable development opportunities was also discussed.</li> <li>• Consultation via in person meetings, phone calls and email communication has also commenced with the existing property owners as well as the adjoining landowners that border the site. This has involved a letter box drop to 100+ properties near to the site. The applicant has had a workshop with the Old Waipu Rd north residents on the 15<sup>th</sup> May 2023, Cove Rd / de Boer Lane on 22<sup>nd</sup> May 2023 and Tara Rd on 23<sup>rd</sup> May 2023. The applicant is continuing to run a series of workshops on an ongoing basis throughout the plan change process, as well as beyond this point as further design work progresses on the project. The applicant has provided a community consultation website, which highlights details contained within the PPC application. This can be viewed at <a href="http://www.mangawhaihills.co.nz">www.mangawhaihills.co.nz</a></li> </ul>
	Planning	
1	Paragraph 6.1.2 of the Section 32 Report provided has relevance to	Detailed mapping has been undertaken by Ian Hanmore of Hanmore Land Management (refer to <b>Attachment 3</b> ). This

Clause 23 Item		Response
	<p>the proposed development area. The statement signals that the NPS HPL would not apply to the application given that only 1.5% of the site is on high class soils. Clause 3.6(4) and (5) of the NPS-HPL are therefore applicable to this area. The NPS-HPL Clause 3.6(4) sets out the specific methodology for the assessment of the development capacity for residential and business land. Please provide an assessment of Clause 3.6(4) and (5) of the NPS-HPL.</p>	<p>mapping confirms that the entire plan change area is comprised of soil that has a LUC that is <u>not defined as LUC 1-3, or 'highly productive land' in the NPS-HPL</u>. Clauses 3.6(4) and (5) of the NPS-HPL relate to land that is defined as highly productive land and therefore is not relevant to the consideration of this plan change application. For this reason, further assessment is not considered to be necessary.</p>
2	<p>The provisions as set out in Appendix 3 of the application are for a specific development area which would be incorporated into the Operative District Plan, if the Private Plan Change is approved. However, as Council are currently undertaking a District Plan Review, please confirm that the applicant will assist Council by adapting the provisions to the Proposed District Plan.</p>	<p>Noted – the applicant is happy to work with Council staff to resolve drafting matters.</p>
	<p>Additional requests following Clause 23 letter</p>	
1	<p>[Email from Paul dated 15/5/23] Our Infrastructure team would like to know more about the wastewater system to be used.</p> <p>They are engaged in a strategic plan for services in Mangawhai as a whole and need to know how the application for Mangawhai Hills will fit that strategy.</p> <p>Any information about the chosen system will be appreciated.</p>	<p>One of the options we are exploring is from Apex Water (Refer to attached Expression of Interest from Apex Water, as well as a revised document for early stages of a future development scenario in <b>Attachment 4 and 5</b>). We note that this is one of the options being explored at this stage. The applicant is also considering Innoflow as an option, and the preferred option has not been confirmed at this stage. Further detail will be provided as part of a future Resource Consent application however until then, we trust that the attached provides an indication of the likely wastewater system options that will be put forward and utilised as part of future Resource Consents.</p>



Clause 23 Item	Response
Innoflow visited our offices some time ago, but it appears that other systems are being considered.	

We trust that the above addresses your queries, however please do not hesitate to contact me should you require any further information.

Yours sincerely | Nāku noa, nā

**Barker & Associates Limited**



**Alisa Neal**

Senior Associate

0277264333 | [alisan@barker.co.nz](mailto:alisan@barker.co.nz)