

Before the Kaipara District Council Hearing Panel

Private Plan Change 82 – Moonlight Heights

Addendum to S42A Planning Report

4 August 2023

Private Plan Change Application	
Applicant	Moonlight Heights Limited
Property to which the proposal relates	115, 117, 123, 135, 145, 145A, 145B, 147, 151, 153, 159, 161 and 163 Awakino Road, Dargaville. Legally described as: <ul style="list-style-type: none"> ▪ Lot 1 DP 169115 ▪ Part Lot 12 DP 36083 ▪ Lot 2 DP 517950 ▪ Parcel ID 5073668 ▪ Lot 2 DP 380979 ▪ Lot 1 DP 355519 ▪ Pt Lot 2-3 DP 16022 (Lot 1 DP 380979) ▪ Lot 1 DP 201626 ▪ Parcel ID: 5263453 ▪ Lot 1 DP 487184 ▪ Lot 2 DP 487184 ▪ Lot 2 DP 553122 ▪ Lot 1 DP 55899 ▪ Lot 1 Deposited Plan 553122 ▪ Lot 2 Deposited Plan 116318 ▪ Lot 2 Deposited Plan 488951
Activity Description / Consent/s Sought	To rezone a 39.2ha site from Rural Zone under the Operative Kaipara District Plan to Residential Zone and introduce a new precinct and associated precinct provisions for the area.
Hearing Commissioner/s	Lee Beattie (Chair) Melean Absolum Jonathan Larsen
Notification Period	17 January 2023 – 9 March 2023

Further Submission Period	26 April 2023 – 9 May 2023
Hearing Date	9 August 2023 – 10 August 2023
Hearing Location	Lighthouse Function Centre, 32 Mt Wesley Coast Road, Dargaville.

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Attachment A: NTA Memo

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Abbreviations used in this report:

DSI	Detailed Site Investigation
KDC	Kaipara District Council
NES-CS	National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011
NPS-HPL	National Policy Statement for Highly Productive Land 2022
NPS-IB	National Policy Statement for Indigenous Biodiversity 2023
NTA	Northland Transportation Alliance
PPC82	Private Plan Change 82
RMA	Resource Management Act 1991
s42A	Section 42A report
SH12	State Highway 12
SNA	Significant Natural Area

1.0 Introduction

1. This report is provided as an addendum to my original section 42A report (“**s42A**”) prepared on behalf of Kaipara District Council (“**KDC**”) in relation to Private Plan Change 82 (“**PPC82**”) and circulated on 11 July 2023. A full statement of my experience and qualifications was included within the Introduction portion of the s42A.
2. The purpose of this statement is to provide an update to the s42A report in response to evidence and additional information provided by the Applicant and Submitters.
3. In the s42A, the key matters that I considered needed to be addressed by way of amendments to the proposed precinct provisions were:
 - Consistent cascade of objectives, policies and rules;
 - Minimum lot sizes/servicing requirements;
 - Stormwater management / flooding effects;
 - Transport provisions;
 - Reverse sensitivity effects on the transfer station; and
 - Archaeological effects.
4. I provide updated comments on these matters below, as well as comments on the productive land and Detailed Site Investigation reports and assessment against the NPS-IB provided with the Applicant’s evidence. Updated comments on transport matters are informed by an addendum memo prepared by Vaishali Sankar and Nick Marshall of NTA, included in **Attachment A**. Comments on three waters and flooding matters are informed by discussions with David Usmar of KDC.
5. I continue to recommend **that PPC82 be approved with modifications**, and I have now provided a full set of modified plan change provisions that I support (**Attachment B**). These are interim, as I will need to confirm my recommended provisions after hearing all of the submitter and Applicant evidence at the hearing. For ease of use, these are based off the version in Attachment 3 to the Applicant’s planning evidence (referred to as “**the revised provisions**”), with my further recommended changes identified.

2.0 Cascade of Objectives, Policies and Rules

6. In section 4.2 of the s42A report I identified some apparent inconsistencies in the proposed objective and policy framework for the precinct compared to the rules.
7. The Applicant has put forward specific wording for a new stormwater policy. I have discussed this with Mr Usmar and recommend that this be amended as follows:

Ensure that stormwater is managed and treated to:

1. *Maintain and enhance the health and ecological values of the wetlands and streams.*
2. *Avoid, remedy or mitigate hazards, taking climate change into account, ~~associated with climate change.~~*

8. I prefer this wording because I understand that the intention of the policy includes addressing flooding hazards, which are already present to some extent before climate change.
9. In my opinion, the revised provisions adequately address the remainder of the matters identified. I do not recommend any further changes in this respect.

3.0 Minimum Lot Sizes / Servicing Requirements

10. I had some concerns that the proposed provisions enabled subdivision to 2,500m² lot sizes if the sites were un-serviced, which could be a more attractive proposition than financing infrastructure upgrades to serve the precinct, but would be an inefficient use of the land. In response, the revised provisions in Rule 13.13A delete the ability to subdivide to 2,500m² lot sizes, and also clarify that minimum net site areas of 450m² are exclusive of vested assets and ecological features to be protected. I support this change, however, consequential amendments to Rules 13.10.3a and 13.14.6 that I consider to also be required were not included in the revised provisions.
11. The Applicant does not agree with requiring sites to connect to a public reticulated water supply, as per my original recommended changes to Rule 13.13A. Having discussed the matter with Mr Usmar, he is supportive of allowing on-site water sources for potable and non-potable supply. On that basis, my revised recommended provisions no longer require connection to a public reticulated potable water supply.
12. An additional firefighting water supply subdivision assessment criteria is agreed between myself and the Applicant. Fire and Emergency NZ has not provided evidence, but is scheduled to appear at the hearing, at which point its position on this change would be known.
13. In summary, I believe that there is now general agreement on this matter, but the wording of my recommended change to Rule 13.13A differs from the Applicant's and I have also recommended consequential changes to Rules 13.10.3a and 13.14.6. These are included in **Attachment B**.

4.0 Stormwater Management / Flooding Effects

14. Mr Usmar has reviewed the infrastructure evidence provided by Mr Jull. He is of the opinion that the additional information regarding flood effects is sufficient to conclude that the Applicant's proposed stormwater management provisions are acceptable. On this basis, I am no longer recommending that a requirement for no exacerbation of downstream flooding effects be added into the precinct rules. I support the revised provisions, including the new stormwater policy, in this regard.

5.0 Transport Provisions

15. The transport response to the evidence is set out in the NTA Memorandum in **Attachment A** to this addendum and is taken into account below.

Integrated Transport Assessments (ITA)

16. The Applicant has put forward an amended subdivision rule 13.13A(21) relating to the SH12/Awakino Road intersection, which requires any subdivision resulting in a cumulative 70 peak hour traffic movements from the Awakino Precinct at the intersection to include an ITA. The ITA must include a Safe System Approach Assessment of the intersection, and any other necessary mitigation measures required to address impacts on the transport network. Mr Marshall agrees with this requirement.
17. There is also a separate requirement for an ITA in Rule 13.13A(20), which is triggered by the infringement of rule 14. That is, where a subdivision does not construct any part of the loop road within its boundary or does not provide a minimum of two public road intersections with Awakino Road. The information requirements for this ITA differ from Rule 21, which focuses on the intersection. They include information about transport network upgrades and pedestrian and cycle connections / mitigations. In Mr Marshall's opinion, this ITA should be required upon development of the loop road and/or green street regardless of whether rule 14 is 'infringed'. To that effect, I recommend that this ITA be triggered when rule 13, 14 or 15 'apply'.
18. In the s42A report I recommended an additional matter of discretion relating to the actual implementation of any transport mitigation measures identified in the ITA. Rather than including this broader requirement, the Applicant proposes three additional matters of discretion relating specifically to the upgrade of Awakino Road to urban standards; the SH12/Awakino Road intersection; and connections to shared path facilities. Mr Marshall considers that the matters of discretion are now sufficient to ensure upgrades are required at subdivision stage. Based on Waka Kotahi's tabled evidence, I would anticipate that this alternative approach would also address its concerns.
19. Based on the above I recommend only minor amendments to the Applicant's revised matters of discretion, from a planning perspective. This is to amend matter 27 to refer to the SH12/Awakino Road intersection being capable of 'safely and efficiently' accommodating traffic, rather than the Applicant's wording (which in my impression suggests it should just be physically capable).

Transport Upgrades

20. The Applicant has added subdivision provisions (Rule 13.13A(16) and (17)) requiring the upgrade of Awakino Road to urban standards and specifying what those upgrades will entail. The upgrades are to be triggered upon 125 cumulative peak hour traffic movements (approximately 139 lots), and Mr Marshall agrees with this trigger. The upgrades, proposed

between the northern most subdivision access point and 10m south of Paratai Place, are limited to:

- Kerb and channel on both sides of road;
- Infill of existing open swale drainage;
- 7.5m wide carriageway;
- 1.8m wide footpath on western side of Awakino Road;
- Pedestrian crossing facility near the primary subdivision entrance intersection; and
- Re-establishment of vehicle crossings.

21. Mr Marshall considers that the northern most point of the precinct boundary to 10m south of Paratai Place is the appropriate section of Awakino Road to upgrade to urban standards to mitigate the effects of the plan change. This is indicatively a 150m extension to the north from what the Applicant is proposing. Mr Marshall agrees with the carriageway width and drainage proposed. However, he disagrees with the proposed provision for paths and pedestrian crossing, as set out below, and does not agree that the upgrades should be 'limited' to the above list.
22. The transport evidence of Mr Kelly acknowledges the benefit of providing a shared path on the eastern side of Awakino Road, and the Applicant's further information response referred to the Applicant delivering the portion of shared path ("Connection B") along the site frontage. However, the revised provisions do not provide for any path at all on the eastern side of Awakino Road – only a 1.8m wide footpath on the western side of Awakino Road.
23. Mr Marshall and Waka Kotahi's tabled evidence continue to support a path on the eastern side of Awakino Road. I am also of the view that with the proposed urbanisation of the directly adjoining land to the east, providing a path along that same side of Awakino Road directly links to providing adequate pedestrian facilities for future occupants of the plan change area. From Mr Marshall's perspective, some of the plan change frontage could have a standard footpath, while a shared path should start from the southern access point of the loop road and extend south to Kauri Street via Kauri Court. This is a reduced extent of shared path from his previous position.
24. While Mr Marshall was originally seeking two pedestrian crossing facilities be provided on Awakino Road, the Applicant proposes only one pedestrian crossing facility near the primary subdivision entrance intersection. Mr Marshall considers that if only one crossing is to be provided it needs to be located further south down Awakino Road, around the place the abovementioned shared path crosses to Kauri Court.
25. Based on the above, I recommend that the extent of the upgrades to Awakino Road should be extended. Further, I consider that the nature of the upgrades should not be locked in as

proposed by the Applicant, and should explicitly list a path on the eastern side of the road. I have recommended amended provisions to this effect in **Attachment B**.

Connectivity

26. Mr Lowe's evidence opposes the indicative loop road crossing the Lowes' land. It is understood that the Lowes do not have any current aspirations for their land to be developed, and do not wish their house to be demolished to make way for the loop road. As set out in Mr Pierard's urban design evidence, in that case the most likely outcome is that the loop road would connect back through the green street to a single northern entrance to the precinct. Transport experts Mr Kelly and Mr Marshall have assessed that this would be an acceptable alternative outcome. However, the preferred outcome is the loop road with two entrances, and the Applicant does not propose to change the indicative location of the loop road on the precinct plan. I support this.
27. Regarding zoning, my planning opinion under section 32 of the RMA remains that Residential is the most appropriate zone for the Lowes' site and other sites in the south of the plan change area, regardless of whether there are development aspirations at this time.
28. The s42A report recommended that a future pedestrian/cycle link to Spatial Plan Connection C to the east of the plan change area be provided for. The Applicant's evidence notes the presence of farmland (not planned to be urbanised) between the plan change area and Connection C. This means that the prospect of extending any link to Connection C is uncertain. Upon reconsideration, I no longer recommend that this link be provided for or shown on the precinct plan. I note that Waka Kotahi had supported this provision in its tabled evidence.

Road Design

29. The Applicant does not agree with Mr Marshall's recommendation to include a 1.8m wide cycleway/footpath on roads servicing 4-6 households. Mr Marshall has rescinded this recommendation after reading the Applicant's evidence.
30. The Applicant has added new notes underneath Table 13.1 as per Mr Marshall's recommendations, but did not delete the extraneous columns in the table that are not amended by the plan change and the related notes. Mr Marshall maintains his recommendation and I have provided an alternative version of Table 13.1 in **Attachment B**.
31. Changes to on-street parking requirements are agreed between the Applicant and Mr Marshall.

Vehicle Access and Driveways

32. In the s42A report, Mr Marshall recommended that reversing from driveways onto streets is not provided for in Awakino Precinct. Mr Kelly has provided justification in support of reversing in his evidence. Upon considering this evidence, Mr Marshall has revised his position to only oppose reversing onto the loop road. Corresponding amendments to Rule 13.10.25 are included in **Attachment B**.

33. Mr Kelly's evidence acknowledges that Rule 13.10.25(j)(ii) specifying the driveway widths for 4-6 dwellings was inconsistent with Table 13.1 and incorrect,¹ but no change was made to the provisions. I have included this change in **Attachment B**.
34. Mr Marshall identified incorrect cross references to the KDC Engineering Standards in Rule 13.10.25(2)(b). The Applicant did not address this in evidence nor change the provisions, however it is understood that they agree with Mr Marshall. The cross references are corrected in **Attachment B**.

Subdivision Activity Status

35. The revised provisions alter the activity status in the subdivision rules for the precinct rules (new Rule 13.13A(7)). The reason for this change was not discussed in the evidence provided, but I understand that the intention is that if the transport-related standards (including provision of the loop road, green street, two intersections with Awakino Road and the upgrade of Awakino Road to urban standards) are infringed, subdivision would remain restricted discretionary. On the basis of Mr Marshall's advice, the Awakino Road upgrade is essential for mitigating the effects of the plan change, so if subdivision does not provide the Awakino Road upgrade it should become a discretionary activity. However, because an alternative option for the loop road is assessed to be acceptable, subdivision not providing the indicative loop road could appropriately be a restricted discretionary activity (given the comprehensive matters of discretion proposed). I have recommended adjusting the activity status to this effect.

6.0 Reverse Sensitivity Effects on the Transfer Station

36. The Applicant's planning evidence agreed with the s42A report that alternative measures to address reverse sensitivity effects on the Transfer Station are appropriate. A noise assessment will now be provided as hearing material, and this will inform what the appropriate measures are. As it is assumed that this assessment will not address air quality effects, the Panel will need to consider whether any setback or other mitigation measure put forward will also be sufficient to ensure that future residents of the plan change area will not be subjected to offensive or objectionable odour.
37. Associated amendments are expected to be required to Rules 13.10.7 Setbacks and 13.10.8 Separation Distance for Noise Sensitive Activities. I will provide further comment at the hearing once the information is available.
38. I support the revisions to Rule 13.10.7a to add a 2 metre wide landscaping strip between the Transfer Station and any adjoining site to provide visual screening, as recommended by the Applicant's urban designer.

¹Transportation Engineering EIC of Mr Kelly for MHL dated 21 July 2023, para 42

7.0 Archaeological Effects

39. The Applicant has added the indicative archaeological site onto the precinct plan and a new subdivision Rule 13.13A(25) requiring a 20m setback from the site. Heritage New Zealand Pouhere Taonga's tabled evidence supports these changes. I consider that these changes, along with the use of accidental discovery protocols for the remainder of the site address the archaeological effects of the plan change. No further amendments are recommended.

8.0 National Policy Statement for Highly Productive Land (NPS-HPL)

40. As anticipated in the s42A report, the Soil and Resource Report and evidence of Mr Hanmore confirms that there is no highly productive land within the site. Therefore no further recommendations are made in this respect, and in my view there is no specific reason under the NPS-HPL to decline or modify PPC82.

9.0 Detailed Site Investigation (DSI)

41. As anticipated in the s42A report, the DSI report and the evidence of Ms Windsor finds that soil contamination does not preclude the plan change, therefore I make no further recommendations in this respect. I note that there are remaining matters needing to be addressed under the NES-CS at the time of future subdivision and development applications, and the DSI report will go on Council files so that these issues are flagged at the appropriate time.

10.0 National Policy Statement for Indigenous Biodiversity (NPS-IB)

42. I have reviewed the additional assessment against the NPS-IB provided by the Applicant, and support the identification of the kanuka area on the revised precinct plan in Attachment 2 to Ms McGrath's evidence, having been identified by Mr Warden as a SNA under the NPS-IB. There are other features on the site that I believe fall under the scope of 'indigenous biodiversity' under the NPS-IB (towai and mixed native vegetation). I am satisfied that the proposed precinct policy PREC-P4 and subdivision rules allow for the NPS-IB to be give effect to in respect of these areas of vegetation at subdivision stage. No further changes are recommended.

11.0 Other Matters

43. In paragraphs 212 and 214 of the s42A report I referred to a 300m² neighbourhood park. The Applicant has subsequently identified this as an error in the provisions, and changed it to be no less than 3,000m². I agree that this indicative size is more appropriate.

12.0 Concluding Statement

44. I continue to consider that the rezoning of the PPC82 land to Residential with precinct-specific provisions is consistent with the relevant statutory considerations in sections 74 and 75 of the RMA. I continue to recommend **that PPC82 be approved with modifications**. My interim

recommendations to amend the PPC82 provisions are now attached to this statement as **Attachment B** and I will provide a confirmed version following the hearing.

Reporting Planner



4/08/2023

Emily Buckingham

Senior Planning and Policy Consultant

– 4Sight Consulting (Part of SLR)

Date

Attachment A: NTA Memorandum

NTA Memorandum	
Council	Kaipara District Council
Subject	PPC82: Moonlight Heights Response to Applicants evidence
Report Date	3 August 2023
Report Prepared By	Vaishali Sankar
Reviewed and Approved by	Nick Marshall

Introduction

I have read the evidence provided by the applicant and submitters. In particular, I have reviewed the evidence of Peter Justin Kelly and wish to respond to some of the matters raised in advance of the hearing, which may provide resolution on some of the matters discussed.

The Northland Transportation Alliance (NTA) is the Roading Department of Kaipara District Council.

Outstanding Matters

Integrated Transportation Assessment (ITA)
<p>NTA agrees with having an Integrated Transport Assessment trigger and Safe System Approach Assessment for effects on the SH12 intersection upon 70 cumulative peak movements.</p> <p>NTA disagrees with removing the ITA requirement from Rule 13.13.A.19.a as the indicative loop road will be vested to Council and should be supported by an ITA when developed. NTA suggests rewording Rule 20 to read <i>“When Rules 13, 14 and 15 apply the following information requirement shall be met”</i>.</p>
Response to Waka Kotahi concerns in respect to the upgrade of SH12 intersection
<p>Waka Kotahi identified that the proposed provisions were lacking in requiring the actual delivery of the upgrades identified by an ITA. The applicant has added matters of discretion 13.13A (26) – (28) focusing on the Awakino Road upgrade, the SH12 intersection and ensuring connection to established shared path facilities. There is also discretion about safe and efficient pedestrian and cyclist movements.</p> <p>I can confirm that with these additional matters being added to the provisions in 13.13A (26) - (28) there is now sufficient direction to ensure upgrades are required at the subdivision stage.</p>

Awakino Road Upgrades

NTA agrees that the upgrades required to Awakino Road will be triggered at 125 cumulative peak hour movements (approximately 139 lots) as set out in Rule 13.13A Clause 16.

NTA disagrees that the upgrading required relating to the effects of this plan change should only relate to the northern most proposed subdivision access point onto Awakino Road to 10 metres south of Paratai Place. The whole frontage of the plan change site (that is from the northernmost section of precinct boundary to 10m south of Paratai Place) should be upgraded to Urban standards.

NTA also disagrees with the termination point of Shared Use Path (SUP) and proposed location and pedestrian crossing facility type on Awakino Road. While our primary evidence suggests that the SUP should be formed to Ranfurly Street, upon reflection of the applicant's evidence, NTA considers a reduction to Kauri Street via Kauri Court is acceptable. Lot 14 DP 72352 is a recreation reserve that consists of a 1.3m wide footpath, running between Kauri Court and Awakino Road thus providing the necessary connection to Dargaville High School and the wider network.

NTA agrees with a 7.5m carriageway, kerb and channel, infilling open swales for the urban upgrade as included in the provisions.

NTA disagrees with the proposed 1.8m footpath on the western side of Awakino Road. NTA considers that a 1.8m wide footpath must be provided on the eastern side of Awakino Road, from the northern most end of precinct boundary to the southern access point of loop road and a Shared Use Path needs to be provided on the eastern side of Awakino Road from the southern access point of the proposed loop road to Kauri Court. In addition, a primary safe system crossing near Kauri Court where the Shared use path terminates must be provided to ensure traffic safety concerns are addressed and an efficient connection to the existing network has been established. While Kauri Street via Kauri Court could be a suitable compromise location for the crossing to be situated, NTA are open to other more suitable locations provided connections can be made to existing and/or proposed infrastructure as well as the local schools, hospital, and town centre.

NTA disagrees with the location and type of pedestrian crossing proposed. As stated above, a primary safe system crossing must be provided as part of providing an SUP connecting to the existing network via Kauri Court.

Regarding Rule 13.13A(17), the NTA considers the upgrades should not be 'limited' to the applicant's list included in the precinct provision and suggest that the wording of the rule is modified to "shall include, but not be limited to the following requirements".

The Awakino Road upgrade is considered essential as part of mitigating the effects of the plan change, as assessed.

Loop Road

NTA agrees with the applicant's transport and urban design evidence that if the full indicative loop road cannot be provided across the titles not owned by the applicant (southern connection point) there still remains an opportunity to provide an alternative roading connection(s) with a similar, acceptable outcome. I consider the most likely option would be to remove the southern-most extension of the indicative 'loop road' currently identified on the proposed concept plan and that the remaining stub within the applicant's land would then connect with the indicative 'green street' and form a 'loop' back to a single point of entry to the Plan Change area located within 159 Awakino Road.

Future Connection to Connection C

NTA agrees to rescind the recommendation requiring the applicant to provide for the future connection to the east of the site, as it is unknown if providing the remainder of the link across the farmland will ever be feasible or be subdivided.

Road Design

NTA continues to recommend removing parts of Table 13.1 from the 2011 Environmental Engineering Standards that aren't already overridden by the precinct rules i.e. the last 5 columns and advice notes 4 and 5.

NTA agrees to rescind the recommendation requiring applicant to include a 1.8m wide footpath on roads servicing 4-6 households.

Driveways

NTA agrees in part to allow reversing onto every street within the development except for the loop road.

Rule 13.10.25.(2).c.iii) should be modified to read *"Shall include internal manoeuvring area sufficient that vehicles using the driveway do not need to reverse onto a road or shared where the access is located within 10m of an intersection road boundary or where the access is off loop road"*.

NTA acknowledges the applicant's transport evidence about the access width serving up to 6 dwellings being incorrectly transcribed within the rule and Table 13.1 being the correct provision.

Therefore we request Rule 13.20.25 (2)c)ii) be removed from the precinct provision.

Based on the above information, I am of the view that the proposed provisions should be updated to reflect NTA's position. However, I have not provided an updated version of the provisions at this stage.

Prepared by:



Vaishali Sankar

Reviewed and Approved by:



Nick Marshall

Attachment B: s42A Recommended Precinct Provisions (Interim)

Applicant's Changes since lodgement are identified as **highlighted**.

S42A Addendum interim changes are identified as **highlighted**.

Insert new Precinct Plan into the Appendices to the Maps (As per Attachment 2 to Ms McGrath's planning EIC)

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

PREC1 AWAKINO PRECINCT

Description of Awakino Precinct

The Awakino Precinct enables medium density residential development for a range of allotment sizes where ecological enhancement, open space and connectivity corridors are achieved. The Awakino Precinct integrates with the Residential Zone to provide for a variety of residential intensities that promote housing and living choices whilst recognising the natural features and characteristics of the area. The Residential Zone provides for traditional suburban densities and housing forms which is currently characterised by one to two storey detached residential units on larger properties setback from boundaries with landscape gardens.

<u>Objectives</u>	
<u>PREC1-01</u>	<u>Awakino Precinct Density</u>
<u>Residential living opportunities and housing choice is enabled in the Awakino Precinct whilst ecological, reverse sensitivity, stormwater and transport and character and amenity effects are managed.</u>	

<u>Policies</u>	
<u>PREC1-P1</u>	<u>Awakino Precinct Subdivision</u>
<p><u>Awakino Precinct provides for a range of site sizes and densities, and subdivision layout where:</u></p> <ol style="list-style-type: none"> <u>1. A mixture of allotment sizes is provided that have the ability to accommodate different housing typologies.</u> <u>2. There is sufficient infrastructure to accommodate the development.</u> <u>3. The development is sympathetic to the surrounding environment and adverse effects on adjoining sites are managed, including reverse sensitivity effects.</u> <u>4. Good design of subdivision is achieved by the following:</u> <ol style="list-style-type: none"> <u>a. Urban blocks that respond to topography, solar orientation, prevailing winds and are flexible to deliver a range of typologies.</u> <u>b. Lots are generally shaped, sized and orientated to achieve positive sunlight access, onsite amenity, privacy and outlook, with particular regard to east – west orientation.</u> 	

	<ul style="list-style-type: none"> c. <u>Have a well-connected, safe and legible transportation and open space networks, including walking and cycling corridors.</u> d. <u>Public roads, and open space networks are well connected, legible and safe.</u> e. <u>The creation of rear lots is minimised, except where there is no practicable alternative.</u> f. <u>Integration with adjacent sites to enable future development opportunities.</u>
<p><u>PREC1-P2</u></p>	<p><u>Awakino Precinct Residential Amenity</u></p>
<p><u>To manage adverse effects on residential amenity and character by requiring residential activities to have regard to the way the development:</u></p> <ol style="list-style-type: none"> 1. <u>Provides street activation through:</u> <ol style="list-style-type: none"> i. <u>Orientation of building mass towards the street;</u> ii. <u>Visual and physical connection between principal pedestrian access and the street;</u> iii. <u>Visual connection from windows overlooking the street to create passive surveillance.</u> iv. <u>Provides landscaping and fencing treatments at the interface with the Rural Zone, natural wetland network and other open space.</u> v. <u>Relates to neighbouring properties by employing setbacks, sensitive building orientation and design, and landscaping to mitigate dominance and privacy impacts.</u> vi. <u>Provides safe and active interface to open space networks and road corridors onto which it fronts.</u> vii. <u>Design to recognise the amenity and character of the street and other buildings in the vicinity, having regard to building bulk, scale and mass.</u> 	
<p><u>PREC1-P3</u></p>	<p><u>Awakino Precinct Connectivity</u></p>
<p><u>Require land use and subdivision to achieve a connected, legible and safe open space, pedestrian and transport network in the Awakino Precinct by:</u></p> <ol style="list-style-type: none"> 1. <u>Forming a well-connected street network, that avoids no exit roads and cul-de-sacs, except where there is no practical alternative.</u> 2. <u>Establishing connections along and between the existing wetland features and open spaces.</u> 3. <u>Establishing a visually distinct, high amenity road (the Green Road) providing connection within the precinct that accommodates separated cycle infrastructure with restricted vehicle access along one side and connects parks, open space and the freshwater network and terrestrial habitats.</u> 4. <u>Maximising walking and cycling networks along streets, waterways and open space.</u> 	
<p><u>PREC1-P4</u></p>	<p><u>Awakino Precinct Ecological Values</u></p>
<p><u>Protect and restore the values of all natural wetland features, intermittent and permanent streams, and indigenous vegetation within the Awakino Precinct when undertaking land use and subdivision, with particular regard to:</u></p> <ol style="list-style-type: none"> 1. <u>Maintaining the interconnected network between the natural features.</u> 2. <u>Method of enhancement and permanent protection of the natural features; and</u> 3. <u>Appropriate setback of residential activities.</u> 	
<p><u>PREC1-P5</u></p>	<p><u>Awakino Precinct Open Space</u></p>
<p><u>Require subdivision within the Awakino Precinct to provide for the recreation and amenity needs of residents by:</u></p> <ol style="list-style-type: none"> 1. <u>Providing open spaces which are prominent and accessible and are of a quality and size in proportion to the future density of the neighbourhood.</u> 2. <u>Providing for pedestrian and/or cycle linkages.</u> 3. <u>Incorporate natural features, mature trees and ecological areas into the design of subdivisions through open spaces where they can contribute to recreation networks and/or maintain ecological values.</u> 	
<p><u>PREC-P6</u></p>	<p><u>Awakino Precinct Stormwater Management</u></p>
<p><u>Ensure that stormwater is managed and treated to:</u></p> <ol style="list-style-type: none"> 1. <u>Maintain and enhance the health and ecological values of the wetlands and streams.</u> 2. <u>Avoid, remedy or mitigate hazards, taking climate change into account, associated with climate change.</u> 	

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) 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) <u>Any dwelling located within a site, within the Awakino Precinct that has a road boundary shall provide:</u></p> <p>a) <u>The primary pedestrian access oriented toward a road, and</u></p> <p>b) <u>At least one habitable room with at least one clear-glazed window, at least 1m² in size which is oriented toward the road.</u></p>	Restricted Discretionary / Discretionary Activity	<p><u>Where an activity is not permitted by this Rule and is located in the Awakino Precinct, the construction of a dwelling is a Restricted Discretionary Activity if:</u></p> <p>a. <u>It will be located in the Awakino Precinct; and</u></p> <p>b. <u>It will be an additional dwelling on the site, and the minimum net site area associated with each additional dwelling is:</u> <u>450m² for a serviced site</u> <u>2,500m² for an un-serviced site</u></p> <p>c. <u>There is a separation distance of at least 3m from any other detached dwelling; and</u></p> <p>d. <u>There is a separation distance of at least 6m where there is a private open space area located between two residential dwellings.</u></p> <p><u>Council has restricted its discretion over the following matters when considering and determining 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 of the road/street.</u></p> <p>iv) <u>Bulk and scale 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 Awakino Precinct; and</u></p> <p>vii) <u>The ability to accommodate incidental activities anticipated within the Awakino Precinct such as parking (if it is to be provided), manoeuvring, waste collection and landscaping.</u></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>
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 giveaway 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> <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) Awakino 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></p> <p>b) <u>Side yards – 1.5m;</u></p> <p>c) <u>Rear yards - 1.5m;</u></p> <p>d) <u>Wetlands and Rivers– 10m setback from any natural wetland; and river including a perennial stream;</u></p> <p>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>Vehicle access is retained to the rear of the site; and</u></p> <p>g) <u>It is located at least 3m from any habitable room on an adjoining site; and</u></p> <p>h) <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>	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 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 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>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 Roding Powers Act 1989.</p>		
13.10.7a	Fence and Landscaping	<p>(1) Awakino 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 1.2m; or</u></p> <p>ii. <u>The fence is adjacent to any neighbourhood park or wetland enhancement area and has a maximum height of 1.5m and is 50% visually permeable.</u></p> <p>b) <u>Any building or dwelling is a permitted activity where:</u></p> <p>i. <u>The site is adjacent to the green street identified on the Awkaino Precinct Plan and 60% of the site frontage shall be vegetated to a minimum depth of .5m and a maximum height of 1.2m.</u></p> <p>c) <u>Any residential activity within a site that has a legal boundary with Designation 34 is a permitted activity where an area of planting is provided along the entire length of the Designation 34 legal boundary which is:</u></p> <p>i. <u>2m wide; and</u></p> <p>ii. <u>Capable of achieving a minimum establishment height of 1.8m; and</u></p> <p>iii. <u>At a density that will achieve canopy closure within 3-5 years.</u></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. <u>The extent to which the fencing and landscaping visually connects the private front yards to the wider green street.</u></p> <p>ii. <u>The extent to which privacy is provided for residential units, while enabling opportunities for passive surveillance of public places.</u></p> <p>iii. <u>The extent to which shading and visual dominance effects to immediate neighbours and the street are minimised.</u></p> <p>iv. <u>Health and safety effects.</u></p> <p>v. <u>The extent to which activities within Designation 32-34 are obscured from any residential activity within the residential site.</u></p>
13.10.8	Separation Distance for Noise Sensitive Activities	<p>Any Noise Sensitive Activity (as defined in Chapter 24: Definitions) is permitted if:</p> <p>(1) A 300m separation distance is maintained between the noise sensitive activity and activities listed as follows, on a site under separate ownership:</p> <p>a) Building or enclosure intended for housing livestock;</p> <p>b) Wastewater treatment site or other site of plant or animal effluent storage or disposal (excluding domestic disposal systems and land effluent application);</p> <p>c) Building used for an industrial or commercial activity;</p> <p>d) Intensive feed lot or feed storage area;</p> <p>e) Intensive farming;</p> <p>f) Dairying shed;</p> <p>g) Mining or quarrying; and</p> <p>h) Any other activity that has existing use rights or Resource Consent to exceed the General Noise, Use of Explosives and Blasting Standards, or a Discharge Consent relating to odour from the Northland Regional Council; and</p> <p>(2) The activity is setback outside the Noise Contour Boundary surrounding the Maungaturoto Dairy Factory site as shown on Planning Maps 20 and 50 (Map Series 2), except that this Rule 13.10.8(2) shall not apply to Lots 1, 2 and 3 DP 88949 (Doctors Hill Road).</p> <p>Note 1: This Rule is intended to protect existing, lawfully established activities in adjoining Zones. If a noise sensitive activity develops then it would be required to maintain the appropriate separation distance to avoid future land use conflicts.</p> <p>Note 2: Maungaturoto Dairy Factory has existing use rights for its current operations on its site. Development locating within this Zone will therefore be subject to this Rule in relation to the Maungaturoto Dairy Factory's existing operations.</p> <p>Note 3: For the purposes of this Rule, the term 'noise sensitive activities' is used to describe the types of activities that may be affected by sensitivity issues.</p> <p>Note 4: For clarity, any Noise Sensitive Activity within the Noise Contour Boundary of the Maungaturoto Dairy Factory site will require Resource Consent.</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 extent to which alternative locations have been considered;</p> <p>ii) Mechanisms in place to avoid future reverse sensitivity conflicts (including covenants on titles) or other physical mitigation works;</p> <p>iii) Effects on health and safety of communities;</p> <p>iv) Any consultation with relevant property owners or occupiers;</p> <p>v) How the activity contributes to the Objectives and Outcomes of the Plan, particularly Chapters 2 and 13;</p> <p>vi) The extent to which the internal noise level in any habitable room does not exceed 35dB LAeq 24 hours while at the same time providing ventilation requirements (for example, as required by clause G4 of the New Zealand Building Code 2010); 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>And</p> <p>In the case of any Noise Sensitive Activity within the Noise Contour Boundary of the Maungaturoto Dairy Factory, the following additional assessment criterion will apply:</p> <p>viii) The potential reverse sensitivity effects on the operation of the Maungaturoto Dairy Factory;</p> <p>Note 1: The operators of the Maungaturoto Dairy Factory will be considered an affected party in relation to any resource consent applications, in respect of Rule 13.10.8(2).</p> <p>Note 2: 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>(3) Except the following is a permitted activity and is excluded from the Standards of 13.10.8:</p> <p>Any noise sensitive activity within 300m of the cadastral boundaries of Lot 1 DP 341981 being the site at the corner of Molesworth Drive, Estuary Drive and Norfolk Drive at Mangawhai.</p>		
13.10.11	Private Open Space	<p>(1) Residential Zone</p> <p>A dwelling is a Permitted Activity if the private open space meets the following:</p> <ol style="list-style-type: none"> Is equivalent to 50% of the gross floor area of the dwelling; Is of a usable shape of no less than 3m dimension, capable of accommodating one circle of no less than 5m in diameter; Is located on the east, north or west side of the dwelling; Has direct access from the main living area of the dwelling; Is unobstructed by vehicle access or parking areas; and Is adequately screened from adjoining dwellings and adjacent sites, except in the case of reserves. <p>(2) Awakino Precinct</p> <p><u>A dwelling is a Permitted Activity if the private open space is provided and meets the following:</u></p> <ol style="list-style-type: none"> <u>Is at least 20m² or equivalent to 25% of the gross floor area of the dwelling;</u> <u>Has a minimum dimension of 4m;</u> <u>Is located on the east, north or west side of the dwelling;</u> <u>Has direct access from the main living area of the dwelling; and</u> <u>Is unobstructed by exclusive of vehicle access, or parking areas and buildings.</u> 	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> <ol style="list-style-type: none"> The on-site privacy and amenity of the occupants; The open space nature of the surrounding neighbourhood; and 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>
13.10.12	Permeable Surfaces	<p>(1) Residential Zone</p> <p>Any activity is a Permitted Activity if:</p> <ol style="list-style-type: none"> The area of any site covered by buildings and other impermeable surfaces is less than 40% of the net site area. <p>(2) Awakino Precinct</p> <p><u>Any activity is a Permitted Activity if:</u></p> <ol style="list-style-type: none"> <u>The area of any site covered by buildings and other impermeable surfaces is less than 60% of the net site area; and</u> <u>All stormwater management for the site shall comply with any stormwater management plan approved under rule 13.13b and performance standard 13.14.5 Stormwater Disposal.</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>	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> <ol style="list-style-type: none"> Control of stormwater run-off; The effects of increased stormwater flows downstream; Methods of attenuating stormwater flows to pre-development rates, Whether and the extent to which the activity meets the relevant Performance Standards or the Kaipara District Council Engineering Standards 2011; Effects on `water quality; and The extent to which low impact design principles are utilised. <u>Within the Awakino 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> <u>Within the Awakino 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>(3) Awakino Precinct Information Requirement:</p> <p><u>Any application shall be supported by a detailed stormwater assessment report prepared by a suitably qualified engineer to confirm that the proposal will achieve the following:</u></p> <ol style="list-style-type: none"> <u>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.</u> <u>Retention (volume reduction) of a minimum of 5mm runoff depth for all impermeable surfaces.</u>

				<p>iii) <u>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.</u></p> <p>iv) <u>Conveyance and discharge of primary and secondary flow in accordance with the Kaipara District Council Engineering Standards 2011.</u></p> <p>Note 1: <u>Within the Awakino Precinct, 1/3 of the 2 Year ARI rainfall event runoff volume is to be used as the Water Quality Volume (WQV) when designing a treatment device, and 10mm/hour is to be used as the Water Quality Flow (WQF).</u></p> <p>Note 2: <u>Within the Awakino Precinct, good management practice for stormwater management is equivalent to those set out in the guideline document, Stormwater Management Devices in the Auckland Region (GD01).</u></p>
13.10.13	Building Coverage	<p>(1) Residential Zone Any activity is a Permitted Activity if:</p> <p>a) Building coverage on a site is less than 35% of the net site area.</p> <p>(2) Awakino Precinct <u>Any activity is a Permitted Activity if:</u></p> <p>a) <u>Building coverage on a site is less than 45% of the net site area.</u></p> <p>Note 1: For clarity, 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 existing built character of the surrounding neighbourhood;</p> <p>iii) Effect on the open space nature of the surrounding neighbourhood;</p> <p>iv) The availability of useable on-site outdoor living space; and</p> <p>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> <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>13.10.25</p>	<p>Vehicle Access and Driveways</p>	<p>(1) Residential Zone</p> <p>Any activity is permitted if:</p> <p>a) The owner or occupier of each site shall provide and maintain at all times adequate access for emergency vehicles and vehicles generally associated with activities on site;</p> <p>b) For new vehicle crossings on to State Highways, all NZ Transport Agency engineering requirements have been satisfied; or for vehicle crossings on to roads controlled by the Kaipara District Council, all Council engineering requirements have been satisfied (e.g. Kaipara District Council Engineering Standards 2011);</p> <p>c) Where a loading ramp is required it shall not be located within 25m of the edge of a traffic lane; and</p> <p>d) Each site shall be provided with and maintain a driveway to the following Standard:</p> <p>i) Formed with an all-weather surface;</p> <p>ii) For driveways of greater than 100m, a passing bay shall be provided no further apart than 1 per 100m;</p> <p>iii) For an accessway or driveway servicing up to 6 dwellings the minimum width of 3.0m and for between 7 and 30 dwellings a minimum width of 5.5m and for more than 30 dwellings a width of 6m;</p> <p>iv) The maximum gradient shall be 1:5 for sealed and 1:8 for gravel driveway;</p> <p>v) Shall include internal manoeuvring area sufficient that vehicles using the driveway do not need to reverse onto a road or shared driveway (in accordance with 90th percentile vehicle manoeuvring figures in Appendix 25C: Parking, Loading and Manoeuvring Standard);</p> <p>vi) Access and manoeuvring areas shall comply with the New Zealand Building Code acceptable solutions C/AS1 Part 8.1 (Fire Service Vehicular Access 2010);</p> <p>vii) Where a private driveway is gated, the gates shall be located at least 13m from the edge of the public road carriageway (with an 80 or 100km/h speed limit) where the gate opens into the site or 13m plus the gate width where it opens towards the road; unless onto a State Highway (where gate setbacks may be higher and are required to be complied with);</p> <p>viii) All gated accesses shall be provided with turning provisions, such that a 90th percentile car may enter the driveway and turn around, without passing the gates or affecting through traffic on the public road;</p> <p>ix) Stormwater drainage for at least a 10% AEP rainfall event sufficient that surface ponding does not occur and discharge from the driveway does not result in adverse effects to adjoining properties or roads; and</p> <p>e) The site is not within an Outstanding Natural Landscape, as identified in Map Series 2, unless the work is necessary for the maintenance of existing accesses or firebreaks.</p> <p>(2) Awakino Precinct</p> <p>Any activity is permitted if:</p> <p>a. <u>If it meets the standards in 13.10.25.1 (a) and (c);</u></p> <p>b. <u>New vehicle crossings on to roads controlled by the Kaipara District Council shall be designed, constructed and located in accordance with the Kaipara District Council Engineering Standards 2011, except as it relates to [redacted] and [redacted], the following shall be met:</u></p> <p>i. <u>No vehicle crossing shall be situated within 10m of any road intersection (as measured from the meeting point of the main kerb alignments).</u></p> <p>ii. <u>The minimum spacing between vehicle crossings on the same side of any road shall be 2m.</u></p> <p>iii. <u>No more than one vehicle crossing is provided to each lot, except where a vehicle crossing is a double width crossing and serves more than one site, in which case the vehicle crossing width shall be a maximum of 7m.</u></p> <p>c. <u>Each site shall be provided with and maintain a driveway to the following Standard:</u></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> <p>i) Whether and the extent to which the vehicle access and driveway meets the Performance Standards in Rule 13.10.25 or the Kaipara District Council Engineering Standards 2011;</p> <p>ii) The provision of safe, practical access for all persons and vehicles likely to need access to the site, including pedestrian, cycle, disabled, vehicular;</p> <p>iii) The expected vehicle operating speeds and methods of controlling vehicle speeds;</p> <p>iv) The ease of access to and from, and within the site;</p> <p>v) Adequacy of sight distances at the vehicle crossing and along the access;</p> <p>vi) Possible measures or restrictions on vehicle movements in and out of the access;</p> <p>vii) Possible adverse effects on Council infrastructure or adjoining properties;</p> <p>viii) The provision made to mitigate the effects of stormwater runoff, and any impact of roading and access on waterways, ecosystems, drainage patterns or the amenities on adjoining properties;</p> <p>ix) Any traffic safety or congestion problems in the area;</p> <p>x) Any foreseeable future changes in traffic patterns in the area;</p> <p>xi) If a new access is being provided or modification of an existing access onto a State Highway, or on sites that have access over a railway line, whether the consent of the NZ Transport Agency or New Zealand Railways Corporation is obtained;</p> <p>xii) Whether and the extent to which the design of vehicle accesses and driveways meets the requirements of the NZ Building Code acceptable solutions C/AS1 Part 8.1 (Fire Service Vehicular Access); and</p> <p>xiii) 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>
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		<ul style="list-style-type: none"> i. <u>Formed with a sealed all-weather surface.</u> ii. <u>For an accessway or driveway servicing up to 11 dwellings the minimum width of 3.0m and for between 11 and 30 dwellings a minimum width of 5.5m and for more than 30 dwellings a width of 6m.</u> iii. <u>Shall include internal manoeuvring area sufficient that vehicles using the driveway do not need to reverse onto a road or shared where the access is located within 10m of an intersection road boundary to the road.</u> iv. <u>Shall serve no more than four parking spaces, should vehicles be required to reverse from a site;</u> <p>Note 1: Any changes in land use 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>Note 2: Where land adjoins a limited access road under the Government Roding Powers Act 1989 access to and from that road is subject to restrictions and controlled by the NZ Transport Agency.</p> <p>Note 3: Council will confirm engineering approval for Council controlled roads, as per clause <u>13.10.25.1</u> (b) above, of the vehicle access and driveways by compliance with the Kaipara District Council Engineering Standards 2011 or by review from an independent appropriately qualified engineer.</p>		
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13.10.27	Parking	<p>Any activity is permitted if:</p> <ul style="list-style-type: none"> a) The owner or occupier of each site provides and maintains at all times spaces for the off street parking of cars and other vehicles generally associated with activities on the site; b) The number of parking spaces to be provided shall meet the minimum requirements outlined in Appendix 25C: Parking, Loading and Manoeuvring Standards; and c) Each parking space shall be formed and maintained so that the maximum gradient on any area used for parking and manoeuvring shall be 6%; and d) Parking spaces may be situated within a building provided the Council is satisfied that the spaces can be clearly defined and made available for parking at all times. The area of any parking spaces and associated access within a building shall be excluded from the gross floor area of that building for the purposes of assessing the total number of spaces required; and e) Any parking spaces required under the provisions of the District Plan are to be sited at least 15m from the banks of any river or stream, whose bed has an average width of 3m or more, any lake with an area greater than 8ha or the Coastal Marine Area or any mapped waterway or wetland in the Valued Natural Environments of Mangawhai, except where appropriate provision is made for the collection treatment and disposal of stormwater from the areas to a Council stormwater system or other approved outlet; and f) Each parking space shall have adequate physical access to a road, street or service lane and the buildings or uses to which it is intended to serve. It shall be provided with such access drives and aisles as are necessary for safe and convenient movement of vehicles to and from the street or service lane for the manoeuvring of vehicles within the site in accordance with the Figures in Appendix 25C: Parking, Loading and Manoeuvring; and g) Control of Access - Any parking area associated with a Commercial or Industrial Activity which adjoins a street shall be provided with a fence, kerb, nib or similar non-mountable barrier not less than 0.15m high along those parts of the site's frontage not used for access purposes. The barrier shall be designed to prevent vehicles entering or leaving the parking area other than by the access drives or aisles provided; and h) Control of Reversing - All parking areas shall be designed so that all vehicles can enter and leave the site in a forward gear and do not have to reverse onto or off the adjacent road or street, except as provided in the Awakino Precinct by 13.10.25.2; and i) Screening of Parking Areas - Any parking associated with a Commercial or Industrial activity shall be screened from residential sites by appropriate landscaping, fencing or other suitable screening of at least 1.8m in height. Any landscaping is to be provided and maintained in such a manner as to create and preserve a good standard of visual amenity; and j) Control of Stormwater - Each parking area shall be provided with a stormwater drainage system that is designed for at least a 10% AEP rainfall event sufficient that surface ponding does not occur and discharge does not result in adverse effects to adjoining properties or roads. 	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> <ul style="list-style-type: none"> i) The nature of street or service lane access available to the proposed parking and/or loading facilities; ii) The provision which can be made for parking and/or loading facilities for the proposed land use on an adjacent site; iii) The adequacy of public parking and/or loading facilities in the immediate vicinity of the site; iv) The nature of any special landscaping or pedestrian design features to be developed on the site; v) The hours of operation of the proposed use and number of employees on shift work if a Commercial activity is proposed in a Residential Zone; vi) The size and number of vehicles expected to use the site; vii) Whether and the extent to which the proposed parking area is designed, constructed and adequately drained in accordance with the Performance Standards in Rule 13.10.28 or the the Kaipara District Council Engineering Standards 2011; and viii) 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>In granting any application the Council may require as a Condition of Consent either that:</p> <ul style="list-style-type: none"> i) The parking and/or loading spaces required be provided on other available sites in the immediate neighbourhood; or ii) A cash contribution is paid to the Council for the purchase of land and/or the construction of suitable parking and/or loading facilities. <p>Note 1: Any cash contribution required by the Council shall not exceed the value of a sufficient part of the site or building to accommodate the vehicles for which provision is required, and the associated cost of their construction.</p> <p>Note 2: 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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Amendments to Chapter 13 – 13.13 Performance Standards for All Residential Subdivision

Rule	Parameter	Terms for Subdivision	Matters for Discretion
13.13A	Awakino Precinct Subdivision	<p><u>General Rules:</u></p> <ol style="list-style-type: none"> Any subdivision within the Awakino Precinct; Is not subject to Residential Zone rules 13.11.1 – 3, 13.12.1, 13.13.1 and 2. Is subject to rules 13.13A. Complies with the relevant Performance Standards in Section 13.10 and 13.14 of this Chapter. Any subdivision within the Awakino Precinct is a Restricted Discretionary Activity where it complies with rules 8 – 13. Any subdivision within the Awakino Precinct is a Discretionary Activity where it does not comply with rules 8 – 13, 15, 18 and 25. Any subdivision within the Awakino Precinct is a Restricted Discretionary Activity where it does not comply with rules 13, 15, 18 and 25. Any subdivision within the Awakino Precinct shall comply with information requirements in rules 19, 21, 24. <p><u>Subdivision Design Rules:</u></p> <ol style="list-style-type: none"> Every allotment has: <ol style="list-style-type: none"> A minimum net site area exclusive of vested assets and ecological features to be protected in accordance with Rule 13.13A17 of 450m² and an average net site area of 600m² and where <ol style="list-style-type: none"> a connection to public reticulated wastewater infrastructure is available, or a private wastewater system is to be established to serve all proposed allotments; or A minimum net site area of 2,500m² and an average net site area 3,000m² where a connection to reticulated wastewater infrastructure is not available. Every urban block has: <ol style="list-style-type: none"> A maximum length of 250m. A maximum perimeter (bounded by roads) of 750m. <p><u>Open Space Rules:</u></p> <ol style="list-style-type: none"> Any subdivision within the Awakino Precinct, where the site contains an indicative neighbourhood park shown on the Awakino Precinct Map 1 shall: <ol style="list-style-type: none"> Provide, legally establish and manage on an on-going basis as part of the subdivision, a neighbourhood park that shall: <ol style="list-style-type: none"> Be no less than 3000m² in net site area for the provision of a children's play area. Be located in general accordance with the indicative neighbourhood park shown on the Awakino Precinct Map 1. Include flat open spaces suitable for a range of informal recreational activities. Except where a neighbourhood park has been legally established within the Awakino Precinct. <p><u>Road Layout and Upgrade Rules:</u></p> <ol style="list-style-type: none"> Any subdivision within the Awakino Precinct shall construct and establish a loop road, (to vest as public road) located in general accordance with the indicative loop road shown on the Awakino Precinct Map 1; or Where the full extent of the indicative loop road shown on the Awakino Precinct Map 1 is not provided, any subdivision within the Awakino Precinct shall: 	<p><u>Council will restrict its discretionary over the following matters when considering and determining an application for Resource Consent:</u></p> <ol style="list-style-type: none"> The extent to which the proposal is consistent with the Awakino Precinct policies. The extent to which the proposal is generally in accordance with the Awakino Precinct Map 1. 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. The design, size, shape, gradient and location of any allotment, urban block or public road. Where any subdivision involves an identified natural wetland or stream, whether the details of ecological protection and enhancement have been provided, including 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. 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. 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. The extent to which adequate access is provided to each lot. The extent to which the proposal provides connections to transport networks including walking and cycling and roading function and design, including parking. The location of vehicle crossings, private access ways and proposed allotment boundaries so as to avoid no exit roads and cul-de-sacs. The nature of proposed street frontage in terms of securing effective, safe access onto a legal road. Where staged subdivision is proposed, whether all necessary infrastructure, roading, utilities, public spaces and connections to service the proposed development will be established. Where common lots are proposed, the extent to which appropriate mechanisms are provided to ensure that all infrastructure management and maintenance requirements are sustainable. 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. Location of existing buildings, access and manoeuvring, and private open space. The location of proposed allotment boundaries and building areas so as to avoid potential conflicts between incompatible land use activities, including reverse sensitivity effects. The provision, location, design, capacity, connection, upgrading, staging and integration of infrastructure, and how any adverse effects on existing infrastructure are managed. The protection of land within the proposed allotments to allow access and linkages to adjacent allotments for future infrastructure. Whether sufficient firefighting water supply is available, taking into account a risk based assessment (refer to Note 1) Avoidance or mitigation of natural or man-made hazards. The extent to which the subdivision avoids adverse effects on significant flora and fauna habitats, including methods of weed and pest management. The safe and efficient movement of people and vehicles including traffic manoeuvring, pedestrians and cyclists, and the potential effects on the accessibility and safety of transport networks. 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

		<p>a. <u>Construct and establish any part of the indicative loop road within the site boundary in general accordance with the indicative loop road shown on the Awakino Precinct Map 1; and</u></p> <p>b. <u>Provide a minimum of two public road intersections with Awakino Road where those intersections are connected internally within the Awakino Precinct via a public road.</u></p> <p>15. <u>Any subdivision within the Awakino Precinct shall construct and establish a green street (to vest as public road) located in general accordance with the indicative green street shown on the Awakino Precinct Map 1, where:</u></p> <p>a. <u>A minimum of 8 locally eco-sourced indigenous trees, of a minimum planter bag size of 160L shall be planted on each side (16 in total) of the green street within the road reserve; and</u></p> <p>b. <u>A cycleway and footpath shall be established to connect to any neighbourhood park.</u></p> <p>16. Any subdivision within the Awakino Precinct shall upgrade Awakino Road to an urban standard. With the exception of the shared use path and pedestrian crossing, the portion of Awakino Road to be upgraded shall be limited to between the northern most proposed subdivision access point onto Awakino Road point of the precinct to 10 metres south of Paratai Place. This rule shall apply where:</p> <p>a. The subdivision results in 125 cumulative peak hour traffic movements to or from Awakino Road (approximately 139 lots); and</p> <p>b. The upgrades in Rule 13.13A(16) have not already occurred.</p> <p>17. Any Awakino Road upgrade requirements under Rule 13.13A(16) shall include, but not be limited to:</p> <p>a. Kerb and channel on both sides of road;</p> <p>b. Infill of existing open swale drainage;</p> <p>c. 7.5-metre-wide carriageway (Face of kerb to Face of kerb);</p> <p>d. 1.8-metre-wide footpath on the western/eastern side of Awakino Road (this does not apply where an existing footpath is established);</p> <p>e. Shared use path on the eastern side of Awakino Road from the southernmost access point onto Awakino Road to Rauri Court, then to Kauri Street via Kauri Court;</p> <p>f. Pedestrian crossing facility near the primary subdivision entrance intersection where the shared use path crosses Awakino Road to Rauri Court;</p> <p>g. Re-establishment of abutting properties vehicle crossings.</p> <p><u>Ecological Enhancement Rules:</u></p> <p>18. <u>Any subdivision within the Awakino Precinct where the site contains an indicative ecological feature shown on the Awakino Precinct Map 1 shall:</u></p> <p>a. <u>Legally protect in perpetuity and manage on an on-going basis the ecological feature in accordance with an Ecological Enhancement and Management Plan.</u></p> <p><u>Information Requirement:</u></p> <p>19. <u>When Rules 7, 8 and 10 (12 – 14, 13-1) apply the following information requirements shall be met:</u></p> <p>a. <u>The road layout is supported by an Integrated Transport Assessment and an Urban Design Assessment.</u></p> <p>b. <u>The green street layout indigenous planting shall be supported by a street tree planting plan.</u></p> <p>20. When rules 13.15-14.14 apply the following information requirement shall be met:</p> <p>a. An application must be accompanied by an integrated transport assessment prepared by suitably qualified transport planner or traffic engineer. Information must be provided, detailing how the subdivision design and any methods proposed allows for the safe and efficient function of the transport network. This assessment shall identify of any necessary mitigation measures that will be required to address any impacts on the transport</p>	<p>landscaping.</p> <p>(24) <u>Whether parks will be accessible to pedestrians and cyclists and located to integrate with riparian margins and the Green Road where possible.</u></p> <p>(25) <u>The extent to which a green street is created, providing a connection between open space, parks in a manner that provides ecological benefit, encourages cycle and pedestrian movement between areas of open spaces.</u></p> <p>(26) Whether subdivision or development will result in Awakino Road being progressively upgraded to urban standards along the extent of road reserve that fronts the precinct boundary;</p> <p>(27) Whether State Highway 12/Awakino Road intersection is capable of safely and efficiently accommodating the traffic from the subdivided and developed portion of the precinct including the predicted traffic from the land which is the subject of the application.</p> <p>(28) Whether the subdivision or development connects to established shared path facilities</p> <p>Note 1:</p> <p>For avoidance of doubt, an example of sufficient firefighting water for a single residential dwelling will generally include (subject to site-specific risks) 10,000 litres of water from sources that are:</p> <ul style="list-style-type: none"> • Within 90metres of an identified building platform on each lot; and • Existing or likely to be available at a time of development of the lot; and • Accessible and available all year round; and <p>May be comprised of water tanks, permanent natural waterbodies, dams, swimming pools, whether located on or off the lot.</p>
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Amendments to Chapter 13 – 13.14 Performance Standards for All Residential Subdivision

Rule	Parameter	Residential Permitted Activity Performance Standard	Activity Status if the Activity does not meet the Performance Standard	Assessment Criteria
13.14.2	Road, Private Way and Property Access	<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;</p> <p>b) Property access is formed where it is shared by two or more allotments;</p> <p>c) Vehicle access and driveways comply with Rule 13.10.25;</p> <p>d) No more than seven allotments are served by a private shared access;</p> <p>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;</p> <p>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;</p> <p>g) The property access is of a suitable width to contain required services.; and</p> <p>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 <u>excluding sites within the Awakino Precinct</u>:</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), <u>excluding sites within the Awakino Precinct</u>.</p> <p>(3) Awakino Precinct Road, Private way, Cycle Way and Property Access Formation</p> <p>a) <u>Road vesting in accordance with the following requirements:</u></p> <ul style="list-style-type: none"> i) <u>Driveways serving either 8 or more allotments shall be by public road vested with Council;</u> ii) <u>Roads and Private Ways shall be designed and constructed in accordance with the Kaipara District Council Engineering Standards 2011, except as they relate to the following:</u> <ul style="list-style-type: none"> – <u>The legal and construction widths as detailed in Table 5.1 of the Kaipara District Council Engineering Standards 2011 do not apply. Legal and construction widths shall meet Table 13.1.</u> – <u>On-street car parking detailed in 5.2.10.d of the Kaipara District Council Engineering Standards 2011. On-street parking shall be provided at a rate of 1 per 2 dwellings along the loop road and at a 1 per 4 dwellings for all other roads.</u> 	Discretionary Activity	<p>Council will have regard to the following matters when considering an application for Resource Consent under this Rule</p> <ul style="list-style-type: none"> 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; xvi) <u>Within the Awakino Precinct, the safe and efficient movement of people and vehicles including traffic manoeuvring, pedestrians and cyclists, and the potential effects on the accessibility and safety of transport networks.</u> xvii) <u>Within the Awakino Precinct, 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> xviii) <u>Within the Awakino Precinct, whether parks will be accessible to pedestrians and cyclists and located to integrate with riparian margins and the Green Road where possible.</u> xix) <u>Within the Awakino Precinct, the extent to which a green street is created, providing a connection between open space, parks in a manner that provides ecological benefit, encourages cycle and pedestrian movement between areas of open spaces.</u> <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>

13.14.5	Stormwater Disposal	<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, <u>excluding sites within the Awakino Precinct</u>; 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, <u>excluding sites within the Awakino Precinct</u>.</p> <p>(3) Awakino Precinct Stormwater Management</p> <p>a) <u>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 by providing:</u></p> <p>i) <u>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.</u></p> <p>ii) <u>Retention (volume reduction) of a minimum of 5mm runoff depth for all impermeable surfaces.</u></p> <p>iii) <u>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 with climate change minus any retention volume provided for all impermeable surfaces.</u></p> <p>iv) <u>Conveyance and discharge of primary and secondary flow in accordance with the Kaipara District Council Engineering Standards 2011.</u></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 1: <u>Within the Awakino Precinct, 1/3 of the 2 Year ARI 24hr rainfall depth with climate change is to be used to determine the Water Quality Volume (WQV) when designing a treatment device.</u></p> <p>Note 5: <u>Good management practice for stormwater management is equivalent to those set out in the guideline document, Stormwater Management Devices in the Auckland Region (GD01).</u></p>	Discretionary Activity	<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; ii) Whether there is sufficient land available for disposal of stormwater;</p> <p>ii) 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>iii) Whether and the extent to which measures are necessary in order to give effect to any drainage or</p> <p>iv) Catchment Integrated Development that has been prepared for the area;</p> <p>v) 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>vi) 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>vii) Whether and the extent to which the development meets the relevant performance standards or the Kaipara District Council Engineering Standards 2011 <u>or the Awakino Precinct Stormwater Management Plan</u>;</p> <p>viii) 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>ix) <u>Within the Awakino Precinct:</u></p> <ul style="list-style-type: none"> - <u>The extent to which run-off from a developed catchment is discharged back into its natural catchment.</u> - <u>The applicability of retention to be provided within a 72-hour period.</u> - <u>The extent to which inert building materials are to be utilised (e.g., inert roof material).</u> <p>(4) Awakino Precinct Information Requirement:</p> <p><u>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:</u></p> <p>i) <u>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.</u></p> <p>ii) <u>Retention (volume reduction) of a minimum of 5mm runoff depth for all impermeable surfaces.</u></p> <p>iii) <u>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.</u></p> <p>iv) <u>Conveyance and discharge of primary and secondary flow in accordance with the Kaipara District Council Engineering Standards 2011.</u></p>
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13.14.6	Wastewater Disposal	<p>(1) Where a Council reticulated wastewater system is available:</p> <p>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</p> <p>b) All allotments are provided, within their net site area, with a connection to the Council reticulated wastewater system; and</p> <p>c) The reticulated wastewater system is designed and constructed in accordance with the specific requirements of the Council wastewater system; and</p> <p>d) All water pipelines vested with Council shall be protected by an Easement in favour of Council.</p> <p>(2) Where a community wastewater system is proposed, the system shall be designed in accordance with AS/NZS1547:2008 "Onsite Wastewater Management Standards"</p> <p>(3) Where no Council system is available, all allotments are provided, within their net site area, with:</p> <p>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</p> <p>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</p> <p>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> <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>	Discretionary Activity	<p>Council will have regard to the following matters when considering an application for Resource Consent under this Rule:</p> <p>i) Whether the capacity, availability and accessibility of the reticulated system is adequate to serve the proposed subdivision;</p> <p>ii) Whether there is sufficient land available for wastewater disposal on site, minimum 2,000m² for unserviced sites;</p> <p>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;</p> <p>iv) Whether the existing wastewater treatment and disposal system, to which the outfall will be connected, has sufficient capacity to service the subdivision;</p> <p>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;</p> <p>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;</p> <p>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;</p> <p>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;</p> <p>ix) The need for and extent of any financial contributions in accordance with Chapter 22: Financial Contributions to achieve the above matters;</p> <p>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;</p> <p>xi) The provision of practical vehicular access from a public road to and along any area vested with Council for waste water purposes; and</p> <p>xii) Whether the subdivision represents the best practicable option in respect of the provision that is made for the disposal of wastewater.</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>
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Table 13.1 Awakino Precinct Road, Private Way, Cycle Way and Property Access Legal and Construction Widths

URBAN									
Household Equivalents	Minimum Legal Width	Minimum Carriageway Width	Minimum Cycleway/Footpath Width (one side of Road only)	Surface	Minimum Design Speed	Minimum Radius (m)	Minimum SSD(m)	Minimum Cross Fall (m/30)	Maximum Grade
1	4.2m	3.0m	-	Seal	1	15m	30m	1.5	30.0%
2 to 3	6.0m	3.0m	-		20km/h	15m	30m	1.5	16.7%
4 to 6	12.0m	5.5m	-		30km/h	20m	50m	1.5	12.5%
7 to 30	18.0m	6.0m + indented parking bays	3m		40km/h	20m	40m	1.5	12.5%
31-50	20.0m	6.0m + indented parking bays	3m		50km/h	30m	40m	1.5	12.5%
>50	20.0m	6.5m + indented parking bays	3m		60km/h	30m	40m	1.5	10.0%

Table 13.1 Notes:

(1). The legal width shall be sufficient for the carriageway (including widening on curves), cul-de-sacs, footpaths and cycleways (where appropriate), parking (where appropriate), public utilities, drainage facilities, grassed Berms, Swale Drains, amenity planting, sight benching and street furniture. Roads to vest shall have sufficient legal width for planned future development. Refer to Kaipara District Council Engineering Standards 2011, clause 5.2.4.

(2). Carriageway width is exclusive of Berms, kerb concrete and parking. Carriageway widths should be increased by up to 1.0m where there is a high proportion of heavy traffic. Additional widening is required on curves in accordance with Kaipara District Council Engineering Standards 2011 clause 5.2.5. Passing bays are required on single lane carriageways in accordance with Kaipara District Council Engineering Standards 2011 clause 5.2.5.

(3). Carriageway surface shall be sealed in accordance with Kaipara District Council Engineering Standards 2011 clause 5.2.6.

(4). Design speeds are based on rolling terrain typical in Kaipara District. Higher design speeds should be considered in flatter terrain.

(5). Safe stopping sight distances marked * have been increased to provide for two vehicles approaching each other on a single lane carriageway to stop before colliding. If a two lane carriageway is proposed for access ways serving 1 to 5 lots, sight distances may be reduced accordingly. K value is the length of vertical curve (m) divided by the algebraic difference in gradients (%).

(6) Where there is potential for further development under the District Plan, the horizontal and vertical geometry and legal width shall provide for the Ultimate Development.

(7) Intersection design, public and private road design shall be carried out in accordance with Austroads guidelines, where not directly superseded by Precinct Plan Provisions.

(8) Footpath/cycleway design shall be carried out in accordance with Waka Kotahi's Pedestrian Network Guidance and Cycling Network Guidance, where not directly superseded by Precinct Plan Provisions.